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USSR Report

TRANSPORTATION

No. 20



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MOTOR VEHICLE

'VOLGA' -- GAZ-3102 TESTED

Moscow PRAVDA in Russian 22 Aug 80 p 2

[Article by PRAVDA correspondent G. Ivanov, Gor'kiy: "Waiting to Hit the Road: Testing Completed on New Volga Automobile"]

[Text] The socialist pledges of the work force at the Gor'kiy Automotive Plant, adopted in honor of the forthcoming 26th CPSU Congress, call for turning out the first commercial batch of GAZ-3102 "Volga" passenger cars by the opening day of the congress. This new vehicle has already successfully completed government testing and has been recommended for production.

The current-model GAZ-24 "Volga" is still called "new" by habit, although it has been in production for more than 10 years now and has long been a familiar sight on our streets and roads. During these years the automotive plant work force has done a great deal to perfect and improve the design and engineering of many of its parts and assemblies. One might say that the process of modernization has been continuously in progress. But life moves on, and the "24" began falling behind today's demands. The time has come to yield to an improved vehicle -- the GAZ-3102. Participating in its development, in addition to the automotive plant work force, were the labor forces of many enterprises, including the Zavolzh'ye Engine Plant, the Leningrad Carburetor-Fittings Plant, the All-Union Association for the Manufacture of Automotive Electrical Equipment and Instruments, as well as a number of scientific research organizations.

It was an interesting experience to "feel out" the vehicle as it went through its paces. We drove out of town to the test facility. The Volga was driven by Yuriy Kozlov, an experienced test driver, who spoke strong words of praise for this vehicle. The interior of the new Volga is both well-appointed and comfortable. An effective ventilation and heating system, with forced fresh air, creates a pleasant microclimate year-round.

A press conference was held at the plant that same day. Chief executive officer I. Kiselev and the plant's chief designer A. Prosvirnin related how the new Volga had come about. The designers and engineers had been assigned

the task of developing an automobile which would be more economical, more reliable, safer, and less environmentally polluting than the current-model Volga.

"Top speed," reported the chief designer, "was boosted to 150 km/h. Mileage to major overhaul was increased from 300 to 350 thousand kilometers. This required reinforcing certain parts. After the government tests, when the commission gave our car its approval, it also commented that from a technical standpoint both the car and its engine are of the highest quality category.... The new Volga is scheduled to go into series production in 1982, by the 50th anniversary of the Gor'kiy Automotive Plant."

3024

CSO: 1829

RAILROAD

BAYKAL-AMUR MAINLINE OPENING UP SIBERIAN RESOURCES

General Development

Moscow PRAVDA in Russian 15 Jun 80 p 2

[Article by N. Igoshin, professor and doctor of economic sciences (Moscow): "Factories on the Mainline"]

[Text] Integrated development for the eastern regions.

Construction of the Baykal-Amur Mainline was widely promoted during the Tenth Five-Year Plan. Work-train traffic has already been opened up now on 1,500 km of the line. The finished sections have begun to actively influence development of the enormous region's productive forces. How will this influence be speeded up?

The zone influenced by the BAM [Baykal-Amur Mainline] comprises an area of 1.6 million square kilometers. Deposits of iron ore, nonferrous and rare metals, mica, asbestos, common salt, coking coal and a number of other useful minerals are found in regions adjacent to the new railroad. Moreover, substantial reserves of timber have been concentrated there. Hydro-power resources also are rich.

These regions are being developed under a program that extends over many years. The development of industrial clusters was started with the forming of regional production complexes. Despite the enormous scope and the rapid pace of construction, there are still many unsolved problems here. One of the main ones is the establishment of a modern high-capacity metallurgical base. The industrial iron-ore reserves are concentrated in South Yakutia, Amurskaya Oblast and Khabarovskiy Kray. They can be worked by open-cut mining. Pulpwood reserves come to more than 2½ billion tons. South Yakutia's iron-ore and coal deposits are not far from each other. This will enable transportation costs to be held to a minimum.

The problem of creating a metallurgical base east of Lake Baykal has been examined repeatedly. But a designed, planned solution for it still has not been obtained. Some 10 years ago USSR Ministry of Ferrous Metallurgy organizations produced technical and economic substantiation for the

construction of a metallurgical plant in the Far East. But designers' errors were found in the data.

The fact itself of the construction of a second Transsib [Trans-Siberian Railroad] is oriented to the proportional development of all branches of the economy--from raw materials and fuel to the full use thereof locally in the processing branches of industry. In other words, development of this region's productive forces must be approached from the standpoint of new criteria.

Certain AN SSSR [USSR Academy of Sciences] institutes have begun to develop schemes for mastering the BAM zone's natural riches. It is desirable that this paper consider the rebuilding of existing enterprises and the creation of new production facilities and consider more fully scientific and technical achievements in the integrated processing of raw materials and fuel and the creation of all the conveniences for people. It is desirable, in my view, to pay special attention to development of machine-building and the electrical-equipment and chemical industries, orienting production to satisfaction of the requirements of the whole East Siberia zone.

The establishment of centralized interagency and interindustry construction-industry repair bases is acquiring great importance. It is important to consider simultaneously here the development of rail, water, motor-vehicle and air transport, and communication facilities.

The main specific task, in our view, is to obtain final output of high quality and a further rise in the scientific and technical level of production. In working out schemes for integrated development of the BAM region's economy, USSR Gosplan and Gosstroy institutes and head scientific-research and design institutes of ministries and agencies cannot watch from the sidelines. The problem of full and effective use of the rich natural resources of the BAM zone--mineral raw materials, various types of fuel, timber and fishery resources--can be solved successfully with such an approach. It goes without saying that attention should be devoted to developing agricultural production.

The Far Eastern Economic Region will consume much more metal during its integrated development, and the structure of metal consumption will be expanded. It will be possible to determine the rational specialization of local metallurgy more precisely on the basis of All-Union balances. Since the technical and economic substantiation for development of a metallurgical plant was carried out more than 10 years ago, it has now become obsolete. Moreover, major economic changes have been occurring in the region. USSR Minchermet [Ministry of Ferrous Metallurgy] and its institutes must, obviously, develop new technical and economic substantiation for developing a metallurgical base east of Lake Baykal. And in so doing, all aspects of developing ferrous-metals production should be examined: the rebuilding of the Amurstal' and Petrovsk-Zabaykal'skiy plants, and the creation of new capacity for producing all types of rolled metal and pipe.

The Zabaykal'sk metallurgical base has been called upon to supply its output not only to the Far East but also to Siberian regions. Suffice it to say that there is still not one highly productive mill for producing flat rolled metal east of the Urals. Thus, based upon All-Union balances, the plant's capacity should be set at not less than 9 million tons of steel.

Construction, in our view, is best organized to take account of specialization of production and control over the main breakdowns. It is known that in organizing metallurgical enterprises, all forms of combining have traditionally been used over the centuries. This has had a number of economic advantages in the past, when the scale of production was not so great as now. In the modern era the organization of new metallurgical enterprises on the basis of combining provokes an extraordinary concentration of production and great difficulties during construction, stretching it out over many years. This thereby delays the receipt of final output, which leads to great losses to the state. Therefore, in our view, it is desirable that the capacity of a new metallurgical complex for producing merchant bar products be divided into three specialized plants. The first plant, the main one, can combine the production of pig iron and steel with casting thereof by the continuous method. The head enterprise will have a pellet production facility and a byproducts-coke plant. The second plant will be a rolling mill. The third will be a pipe plant. The second and third, receiving billets and skelp from the main enterprise, will produce final output.

Synchronous startup of the main plant, the rolling mills and pipe plant will enable construction periods to be cut in comparison with the traditional scheme and substantial savings to be obtained. Specialization of plants of the metallurgical base will improve the control thereof.

The rational regional distribution of the plants can be as follows. It is desirable to build the first in the Chul'man-Tayezhnoye region, where the raw-materials and coking coal are located. This will enable large amounts of the resources used in hauling raw materials, fuel and other materials to be saved, since the transport component of the expenditures will be a small fraction of those at presently existing plants. Moreover, blast-furnace and open-hearth production facilities, being highly productive, will not create an extraordinarily large concentration of population in this region. The rolling mills can be situated on the BAM's "shoulders" (the Western and Eastern sections), in places that are more favorable for habitation. It is important, in choosing places for these enterprises, to consider the regions of the greatest concentrated demand for metals.

The large scale of production, the rich deposits of iron ore and coking coal, the low transport costs--all of these are factors that will enable rolled metal to be obtained inexpensively east of Baykal.

Planning Aspects

Moscow SOVETSKAYA ROSSIYA in Russian 11 Jul 80 p 2

[Article by F. Testov, First Secretary of the Kalarskiy Rayon Committee of the CPSU: "It Is Still Not Too Late"]

[Text] Siberia: the strategy of development.

The long-awaited time, when construction work on the Baykal-Amur Mainline in our Kalarskiy Rayon, the most northerly rayon of Chitinskaya Oblast, is to occur, has arrived. The rayon's party committee and ispolkom and the workers of other organizations and agencies take this event as deeply significant to them. It could not be any other way.

Chara is one of the key places on the Central Section. The arrival here of the first work train from the east is planned for 1983. The date, as we see, is not so far off. There is a feeling of animation in the Chara Valley. The first advance detachments of builders from various subunits have arrived to erect temporary settlements, and clearings are being chopped out.

A trackside motor-vehicle road from Khan' to Chara, a distance of 139 km, is a paramount facility in the plans of the leading BAM [Baykal-Amur Mainline] organizations. During the first stage of progress of the builders' advance detachments, it is the only route for the delivery of all the necessary freight and for relocating equipment. In order to show the total amount of work done on the road, it suffices to cite just a few figures: it was necessary to make fill with about 3 million cubic meters of soil and to build 16 metal and 5 wooden bridges that total 900 meters in length.

In November of last year the Bamstroymekhanizatsiya [Trust for the Mechanization of Construction of the Baykal-Amur Mainline] collective, together with its subunit organizations, undertook a commitment to turn the road over for operation in 1980, and thus to provide for dependable train service as far as Chara. Such a construction pace was occasioned not only by the patriotic spirit of the worker columns but also by necessity itself. Otherwise, the arrival of the first work train at the Chara Railroad Yard would be postponed to a later date. The BAM workers' experience indicates that the trackside motor-vehicle road should precede the tracklayer by 2-3 years, otherwise it will be held back for a long time--winter-style roads and helicopters will not support construction of the railroad mainline.

More than half of the contemplated period has elapsed, but even today an uncomfortable prospect is being eyed--that the commitment is threatened with failure.

What are the causes? There are several of them. But one of them, the main one, must be discussed in somewhat greater detail. Back in 1967

Lengprotrans [Leningrad State Design and Survey Institute of the Main Administration for Design and Survey Operations of the USSR Ministry of Transport Construction] staff workers were given the task of surveying for local reserves of soil suitable for fill for the motor-vehicle road and the roadbed for the railroad's main line. More than 60 such deposits were found.

But under existing legislation, the institute, jointly with the client--the BAM directorate--should have prepared plans for assignment of the land sections and designs for the recultivation of temporarily occupied areas, and drawn up measures for protecting the environment. This was not done. Such words as "strange forgetfulness" are scarcely applicable to such a situation. The institute simply took the easiest path, although a prohibited one.

Here is a typical example. At the start of last year the Baykal Basin inspectorate, upon becoming acquainted with plans for excavating open pits, imposed a ban on the use of 20 of the soil deposits and required that water conservation measures be submitted. A year and a half passed, but the institute has been keeping silent ~~up~~ until now. It has been silent but it is active. Working drawings for the excavation of open pit No 292 were turned over by it, for example. It is situated on the right bank of the mouth of the Chara River, and it includes a fish conservancy zone of the water body.

Other open pits that were recommended by the institute for development are unsuitable in soil composition. Deposit No 289 is identified at km 644 of the route. But only reserves of sand which cannot be used to build a bed for the motor-vehicle road were found here. Unfortunately, G. Zaporozhets's integrated brigade from Mechanized Column No 148, the initiator of the competition for opening up a through train to Chara this year, was compelled to fill part of the roadbed with this sand, and now nothing comes or goes on it.

All these mistakes, oversights and miscalculations are caused, in our view, by the fact that it was planned to build the trackside vehicle road as a temporary facility. But does this satisfy the state's interests? The lack of a year-round motor-vehicle road close to the railroad main-line results in major losses to the economy. Thus the Transsib experience indicates that even a brief outage of a remote section of the steel main-line because of a natural mishap or flooding could inflict on the economy damage that exceeds 10-fold the cost of building a parallel motor-vehicle road.

In our low-lying marshy locality, with racing mountain streams, such situations are not precluded. Therefore, the vehicle road must be built right away as a permanent one, and substantially fewer additional resources will be spent on it.

Incidentally, the BAM directorate adheres to this same point of view. According to approved design and budget-estimating documentation, not enough

funds have been allocated to make the road a permanent one. Because of this, BAM personnel are proposing a clever way out--combine their efforts with Minavtoprom [Ministry of Automotive Industry]. Under a sharing plan, Minavtoprom would pay a substantially smaller portion of the expenses and be able to build the road much faster and, the main thing, with better quality. Unfortunately, the ministry declined this proposal.

The first stage of construction of the Chara section of the BAM has also showed other deficiencies, but the most unforeseen consequences can occur from a lack of coordination of the actions of construction subunits. While Ramstroymekhanizatsiya has defined laying of the trackside road as its main job for this year, Moststroy-10 [Regional Trust No 10 for the Construction of Bridges] is concentrating its efforts on the erection of bridge crossings on the route from Tynda to the Olekma River, which is in Amurskaya Oblast. A great gap was formed between the mechanized column and the bridgebuilders. In such a situation, even if the roadbuilders were able to compensate for what has been missed, the trackside highway still will be inactive until cold weather arrives. This, in turn, will be telling on the pace of construction of the BAM's Central Section. And it already is telling. Settlements are rising up slowly because little structure has been brought in over the winter road for the erection of housing, schools and hospitals, and fuel reserves are small. Certain subunits, such as SMP-577 [Construction and Installing Administration No 577] do not have enough fuel to last until the rivers flow again and that will mean forced idle time of machinery and worker brigades.

Right now it is difficult to fault the bridgebuilders for disorganization and low labor productivity. Their lag has been caused by irregularity in deliveries of metal structure by the manufacturing plants. But at the same time one should not spread one's hands helplessly and be reconciled with this. Incidentally, our rayon party committee and rayon ispolkom have serious complaints against many subunits of the BAM because of the fact that they are not appealing to us for help, do not display initiative and at times wait for a spontaneous solution of various problems, although everything can be done on time and currently.

Chara is situated in a valley between the Adar and Udokan mountain ranges. The only way to visit there or to get out is by aircraft. But in our circumstances, in the summer, when it rains often, aviation turns out to be extremely unreliable as transport. The dirt landing strip there is an obstacle to constant regular flights. And right now, because of the railroad mainline construction that has started there, the requirement for a hard-topped strip has grown immeasurably. BAM personnel, understanding the importance to them of the Chita-Chara and Tynda-Chara air bridges, yield minor funds from savings through work planning. But this is extremely inadequate. And what about the Ministry of Civil Aviation? It stands aloof from the proposal, which does not show promise of an increase in cargo haulage for this region. Yes, a flow of cargo is not to be expected here. But one cannot forget that the construction of a large railroad yard will be started soon and next the erection of the town of Udokan, and BAM subunits will arrive. In brief, the rayon's population is growing and will grow, and people will need reliable transport constantly.

Mechanization of Work

Moscow EKONOMICHESKAYA GAZETA in Russian No 29, 1980 p 3

[Article by M. Nikiforov (Magistral'nyy Settlement, Irkutskaya Oblast')
"The Mainline Leaves for the East"]

[Text] On the Baykal-Amur Mainline route, the collective of the 131st Mechanized Column is the leader in Zaphanstroyemkhanizatsiya [Trust for the Mechanization of Construction of the Western Section of the Baykal-Amur Mainline].

"All construction workers," reports column chief V. A. Vasil'yev, "are working with excellent labor spirit. Our aim is to prepare completely for the turnover of a 20-km section of earthen roadbed. Twelve of these kilometers, which are on the Kiringa-Gumayka stretch, will be transferred in addition to what was planned, in response to the decisions of the July 1980 Plenum of the CPSU Central Committee.

"The cost-accountable brigades under V. I. Aksenov and G. V. Kalachenko are working here as would befit real owners of the construction project; we have firmly approved the brigade contract.

"Under the design, about 15 percent of all the work of building the roadbed is to be done manually. The creation of a set of machinery has enabled the technology to be changed. As a result, the level of work mechanization will now be brought up to the 90 percent level. In combination with the brigade contract, this has also opened the way for turning over more roadbed than had been contemplated for the plan year.

"Our second task is the construction of new elements of the mainline that go farther east. Here N. G. Zhekin's brigade is doing fill work on the roadbed at kilometers 441-451 of the mainline. Still another cost-accountable brigade, under V. M. Nalivayko, is filling roadbed for a temporary motor-vehicle road on the Tokaimo-Vitim section. Having carried out its socialist commitments, it is opening up an approach to the future bridge crossing the Vitim--one of Siberia's largest rivers."

See Train Service

Moscow ODDOK in Russian 1 Jul 80 p 2

[Article by P. Bakin, driver of Mechanized Column No 147 of Hamstroyemkhanizatsiya [Trust for Mechanization of Construction of the Baykal-Amur Mainline] (Tynda): "For BAM [Baykal-Amur Mainline] Passengers"]

[Text] The Little BAM--this is the name given to the 400-km rail line that begins at the BAM Zabaykal'sk Railroad Yard, goes through Tynda, the terminal railroad yard of the Central Section, and goes on to Berkakit. It has already been accepted for permanent operation, and freight cars with Neryungri Strip Mine coal go over it from South Yakutia.

At the new passenger train 673/674 goes over the Tynda-Berkakit section daily. It is not large—it consists of a car divided into compartments and two regular cars. But the passengers of this train enjoy all the amenities and services. Offices for orders have been organized at the Berkakit and Tynda railroad yards where passengers can get reserved tickets for one-way or round trips.

With introduction of the summer schedule, train 107/108, which connects the BAA capital with Moscow, has begun to travel. Ticket offices will be opened later at the Nurtygit, Anzavskaya, Helen'kaya, Bestuzhevo, Mogot and Zolotinka railroad yards. Passengers will be able to get tickets locally or order them on through trains.

11409

CSO: 1829

RAILROAD

SERIES DISCUSSES LARGE-SCALE AGRICULTURAL TRANSPORT

Railroad-Procurement Worker Cooperation

Moscow GUDOK in Russian 1 Jul 80 p 2

[Part I of three-part series by M. Gorbis and A. Kabakov: "The Equipment and the Proprietors"]

[Text] GUDOK recently published a letter from transport workers, procurement officials and workers of Kersonskaya Oblast's "Sel'khoztekhnika" who have initiated competition under the motto "Comprehensive Transport Preparations for a High-Yield Harvest." The initiative of the allied subcontractors has already aroused great interest and is being supported by their colleagues from other grain regions.

We begin today an account of the experience of the comprehensive preparation for large-scale rural transportation accumulated by the railroad workers of the Kherson Section.

The well-known saying--prepare the sled in summer and the wagon in winter--could be considered a purely transport saying, although now somewhat narrow: it is necessary on the eve of the transportation season to make ready not only the "wagons" or "sleds" but also the roads and loading equipment and organize intersectorial interaction. But the saying accurately expresses the heart of the matter: it is too late to make up for what has been let slip when the busy time arrives.

This is not news to anyone, but, nevertheless, by the start of rural transportation's busy days--probably the most crucial period for the transport workers--the equipment of many stations and, sometimes, sections is often not ready. It is made ready, but not on time.... This year the Kherson workers will be on time. In any event, by mid-July, when, according to forecasts, large-scale grain shipments will begin here and everything will be fully in order. How have they managed to achieve this?

The basis of the success of the busy time of rural transportation is a sufficient number of closed freightcars in a state of good repair. They are made ready at three centers in the section: Nikolayev, Kakhovka and Radenskiy. It must be said that their equipment leaves much to be desired. These centers are far from being modern, industrial-type enterprises. There is a shortage of equipment and mechanisms, and the locomotives heat the water for washing. In a word, in their technical possibilities they fall more into the category of temporary centers organized as a supplement to the fixed facilities for the busy period.

However, these three centers are coping with the work pretty well. And the secret here is that the car men are trying to make the most efficient use of everything they have. While raising the question of the need for the centers' modernization, primarily of Radenskiy, where in the near future it is planned to build a pump house and introduce the comprehensive mechanization of maintenance work, the railroad workers are at the same time trying even under present conditions to put out the maximum number of closed cars suitable for grain.

They have put the guttering and loading ramps, the water main network and hoses and are welding equipment in order with their own resources. The necessary stocks of timber and roofing iron, nails, fiber packing and spare parts for the repair of the closed cars were brought in to these centers long before the onset of the hot summer days. The fact that the personnel was fully up to strength also helped in the centers coping with the preparations for intensive work in the busy period. This is no easy matter, and this situation was made possible thanks to constant purposeful work: the managers of the car depots display constant concern to improve the car men's everyday conditions and aspire to inculcate in them a sense of pride in their entrusted work.

As of today the maximum overall productivity of the section's repair-washing centers is 250 cars per day. Of these, 150 are handed over as suitable for grain. The car men complain that the percentage of cars fit for grain could be even higher, but the empty cars entering the section in accordance with traffic control are very bad. The question of the need for their preliminary shunting has been raised repeatedly, but has not yet been settled. Nevertheless, the maintenance men are not dropping their hands: having reported that the centers are already entirely ready for the busy days and that in the past months they had repaired hundreds of cars over and above the plan, they have not rested content but are continuing to seek for potential for accelerating their preparation. One of the main principles of the Kherson people's work is being displayed here: they do not allude to the shortage of technical facilities but make skillful and even inventive use of available possibilities.

The tasks are no less complex on the eve of the busy time for the loading equipment workers. They perhaps interact the most closely of railroad workers with the procurement officials, and for them the heavy work has in fact already begun. The repair and inspection of all weigh bridges at the

grain-loading stations had been completed in the section by 1 June. New weigh bridges have been installed this year--on the territory of the Kalinindorf and Brilevki elevators. They were assembled by the railroad workers themselves. The commissioning of the new weigh bridges and the continuous operation of the functioning bridges will make it possible to save no less than 40 minutes on the weighing of each car! after all, there is now no longer any need to chase down cars for weighing.

Constantly operating in close contact with the workers of the grain-acceptance enterprises, the railroad workers have been able to strike up such relations whereby no one even takes credit for helping out a comrade. For example, the car men have provided the grain-loading stations with rakes, fiber packing and nails for minor repairs to the closed cars and grain covers. The acceptance officials and the loading equipment workers have understood once for all that sealing up a crack in a car with their own hands is perfectly normal. And the procurement workers, in turn, do not think of returning a car to the station when minor defects are found in it. Everything is carried out with one's own resources. This was exactly how 2,500 grain covers were repaired in 5 months of this year at the Nikolayev and Kherson-Port stations.

In brief, there is among the main rules followed by the Kherson railroad workers this: in helping out an allied subcontractor to the full you will be able to count on his help also.

It is natural that one of the railroad workers' main concerns on the eve of the busy time is the state of the track equipment. The section's railroad men have this year surpassed themselves, so to speak. Major track repairs will have been completed in the Apostolovo-Snigirevka main grain sector by the start of the large-scale grain shipments, thanks to which traffic speed will increase from 70 to 100-120 kilometers per hour over a distance of 60 kilometers. In the remaining sectors secondary maintenance will be performed over 85 kilometers, and hoisting maintenance over 135 kilometers. This will make it possible to lift all unscheduled speed restriction warnings in effect by 10 July.

As far as the sidings on the section's balance sheet are concerned, repairs thereto have been fully complete. In a word, the track will be in excellent shape for the busy time.

How did the Kherson workers score such a success? Primarily thanks to an ability to concentrate all their resources in the most important areas. For example, the brigades and equipment of all three track intervals of the section were employed in the Dolinskaya-Nikolayev-Classification sector when intensive maintenance was under way. Precisely this made it possible to complete the repairs unprecedentedly quickly and then again transfer all the resources to another sector. Despite this year's unfavorable weather, the workers of the section's track facilities have done far more by the start of the rural shipments than in previous years. And they have thus demonstrated yet another rule of the local railroad men's work: do not scatter resources but achieve the goal with a "massed strike."

Of course, it is impossible here to describe all the details of the preparation of the technology and equipment of all the section's services, and this, evidently, is not necessary. What is of the essence in the Kherson people's experience are the very principles of the organization of this work: inventiveness, coolness, the rational distribution of resources and forces and an ability to rely on comradely assistance.

But it is clear that even ideally adjusted equipment does not insure success if it is not employed in accordance with just as perfected a technology and if the shipments are not precisely organized. But about this in our next letter.

Fixed Transportation Schedules

Moscow GUDOK in Russian 1 Jul 80 p 2

[Part II of three-part series by M. Gorbis and A. Kabakov: "The First Half of Success"]

[Text] Even today the traffic controllers of the Kherson Section have a clear idea of the schedule according to which their activities will be organized on any day of the busy period. In addition, this schedule has already been fixed.

Planning transportation in the section was long since elevated to the level of the very basis of the accomplishment of any operational task. With reference to grain shipments this planning proceeds along several lines: provision of the grain-loading stations with rolling stock; routing; feeding the washing centers empty cars; local grain shipments; providing transportation with shunting facilities; and, finally, the direct organization of train traffic. And for each of these lines a most precise plan exists and is unswervingly fulfilled.

Daily at 11 a.m. the workers of the section's traffic department, having received from the shippers requests for empties for the next few days, coordinate them with the station chiefs. After all, it is first necessary to learn how many empties will be released locally and how many of these cars it will be possible to use the next day for loading the grain. By 12:30 the senior dispatcher already has all the necessary information and starts to compile the daily plan of train and freight operations. At 19:30 he sets the night shift a precise quota on the planning board for supplying the grain stations with empties. And the next day, at 7:30 a.m., the shift beginning the day duty receives a quota for the additional delivery of closed empties if the night shift was unable to complete the request in full.

And this procedure operates literally like clockwork. It is only thanks to such strict observance of the deadlines for giving out plans and quotas throughout the day that the Kherson dispatchers succeed in satisfying the shippers' requirements practically in full. To be more precise, did succeed

in past years. This year, when a bigger harvest is anticipated, fulfilling the procurement officials' requests will be more difficult. All the greater the importance attached by the traffic controllers to the strictest observance of the described schedule of the organization of the supply of empties. On the eve of the busy period they are checking out this schedule in action again and again.

The traffic commanders are also completely ready for the formation of express grain freight trains. Express freight trains will leave full and in blocks from such major stations as Serogoza, Kherson-Port, Bratolyubovka and Kalanchak, and in certain sectors it will be necessary to form multistage trains. And all this has been thought out in detail on the eve of the busy period--the minimum volumes of plans and requests whereby it will be expedient to create direct block trains have been determined, and the specific methods and procedures of the organization of multistage trains have been outlined.

For the smooth supply of empties to the washing centers the section's dispatchers have developed efficient forms of monitoring their operation. At any given moment the section knows how many empties there are at all three preparation centers, how much time will be needed to put them in order and when and how many empties will have to be sent there for handling. Thus the possibility is created of sending to these centers ahead of time the cars released following local unloading. Having set themselves the task of insuring that the traffic controllers are not to blame for the maintenance-washing centers idling for one minute, the dispatchers are coping with it.

This aspiration to precisely plan and faultlessly implement the scheduled plan is displayed in all the activities of the Kherson traffic controllers--both in the organization of grain shipments by circuit-working block trains within the section (with its redistribution among repositories), in the organization of the haulage out of individual groups of loaded cars and, particularly, in interaction with their dispatcher colleagues of neighboring sections. The dispatchers of the Krivoy Rog and Zaporozh'ye sections of the Pridneprovskaya Line can always be sure that the Kherson people will unflinchingly carry out all that is planned and will accept and hand over just as much as ensues from the plan.

But the precisely organized techniques of grain shipments do not end where the trunk railroad tracks end. The basis of these techniques among procurement officials is the smooth and full loading of the cars. As soon as authorization was given this year for loading closed cars with up to 70 tons of grain, the Kherson Section was immediately able to take advantage of this. The Kherson-Port Station and the adjoining Kherson Cereal Products Combine were the first to embark on work in the new fashion. Six-seven tons above the norm are being shipped out from here in each car, and in the busy period this is a gain which it is difficult to overestimate.

The precise organization of work and the ability to jointly plan the activities of the railroad and procurement workers helped the rapid reorganization. It was precisely thanks to this that it has been possible to release all storage capacities and repair the entire loading equipment of the grain-acceptance enterprises.

True, like any change in a customary work procedure, authorization to load the closed cars with grain to full capacity has entailed new difficulties: the existing grain covers are proving inadequate, and it is necessary to find some method of modernizing them. Matters are further complicated by the fact that, despite all the maintenance workers' efforts, there is a constant shortage of covers in the section. But here also organization is coming to the assistance of the allied subcontractors--in past years, for example, they sometimes agreed to the covers being taken to where they were most needed by motor vehicles!

Nor are the motor vehicle drivers lagging behind the railroad and procurement workers. They have taken perhaps even the most significant step forward in perfecting the planning of their work in the busy period. An hourly schedule calculated by computer in accordance with the method of their colleagues from the Privolzhskaya Territorial Transport Administration is the technological basis of the motor transport workers' activities. There is no need to explain the advantages of work in accordance with such a timetable in detail. It is sufficient to say that even last year, which was not particularly successful as far as the harvest was concerned, the experimental application of this timetable made it possible to reduce several times over the idling of the vehicles during unloading at grain-acceptance enterprises. Drivers of the oblast Motor Vehicle Administration and the "Sel'khoztekhnika" will now operate in accordance with the hourly schedule by the day. The workers of the Kakhovskaya Truck Convoy 2230, who, prior to the start of the harvest shipments, shared their experience with all the oblast's motor vehicle drivers, have scored particularly big successes in this work. In combination with time and a half and two-shift work, the introduction of dispatcher management of the shipments and the extensive use of tandem trailer trucks the hourly schedule helps the motor transport workers take all the grain from the kolkhoz threshing floors to the granaries on time.

The increasingly widespread use of water transport is a highly important ingredient in the unified strategy of grain shipments in the oblast. In particular, transportation by water of much construction freight for the countryside makes it possible to release railroad rolling stock, and this, naturally, is positively reflected in the deliveries of agricultural products.

And mention has to be made here of the headquarters formulating and implementing in Khersonskaya Oblast all the strategic transport decisions. This headquarters is the oblast coordinating commission headed by Oblispolkom Deputy Chairman M. Polishchuk. Its main concern today is fulfillment of the plan of the comprehensive preparation of all transport facilities for shipment of the harvest. Tomorrow, when the new grain will arrive, the commission will monitor implementation of the no less precise plan of the shipments themselves and observance of their techniques.

The plan, of course, is the first half of the future success. It is precisely the improvement in the planning and organization of work which helped the Kherson railroad workers reduce average car idling in the section by 1.33 hours in 5 months of this year compared with the same period last year.

But there is another, no less important ingredient of this success--the creative initiative of those who are directly implementing the plan and their labor rivalry, the organization of which we will describe in the final letter.

Competition's Mutual Benefits

Moscow GUDOK in Russian 3 Jul 80 p 2

[Final part of three-part series by M. Gorbis and A. Kabakov: "The Main Ingredient"]

[Text] The effectiveness and efficiency of the allied subcontractors participating in the preparation and transportation of the harvest are today's primary concern of the leaders of party and labor union organizations and the commanders of transport production in the Kherson region. They began this struggle for effectiveness right at the very first stage--that of the drawing up of agreements and the terms of labor rivalry.

The terms of the competition between the collectives of the Kherson Section stations and the enterprises of the Khersonskaya and Nikolayevskaya oblast cereal product administrations are indicative in this respect. In accordance with these terms, the winners will be determined from the station and grain-acceptance enterprise collectives per the following indicators: fulfillment of the plan for the shipment of grain and cereal products as designated, fulfillment of the car-riding norm and use of the cars' full capacity, that is, fulfillment and overfulfillment of the static load norm; number of cars repaired with one's own resources; and the quality and timeliness of reciprocal information.

This very list of indicators is characteristic. They have been so selected that they will stimulate precisely interaction and assistance to one another and, consequently, achievement of the final goal--acceleration of grain deliveries to the storage sites. Given these terms, a collective aspiring to accomplish merely its own, narrowly departmental tasks at any price, not thinking of the partner, can no longer figure among the winners.

Nor has the material stimulation system been conceived any less well by the competition organizers--leaders of enterprises and labor union organizations. The terms stipulate the amounts of the bonuses for the collectives depending on the place occupied in the rivalry and on the number of workers at the enterprise. Bonuses are paid from the section's funds for the railroad workers and from the resources of the cereal product administrations for the workers of the grain-acceptance enterprises. It might seem that, given this procedure, the allied subcontractors would be unable to effectively influence one another's material incentives. But the point is that the results of the composite competition are summed up jointly by the leaders of the section and rayon labor unions and the cereal product administrations and agricultural worker union obkoms. Thus although there are various "pockets," as it were, only coordinated expenditure of resources therefrom is possible.

What are today's actual accomplishments behind these terms and behind the agreements on labor collaboration linking the allied subcontractors?

"Everything that we contemplate introducing to speed up the work," Radomir Aleksyevich Reznik, director of the Kherson Cereal Products Combine, began the conversation, "we contemplate jointly with the railroad workers. Mutual concern to introduce direct handling is being displayed particularly forcefully. For our combine receives the grain only by water, yet we dispatch it by rail. Intermediate cargo transfer to storehouse storage capacities is still necessary for us, alas, but we are thinking of commissioning in the very near future a special point for the transfer of cargo directly from the ships to the freightcars. Whereas now we can dispatch about 2,000 tons of grain daily, with the commissioning of this point we will be able to almost double this figure...."

"The collaboration between the combine's workers and the railroad workers servicing its station--Kherson-Port--is producing pretty good results even today," Grigoriy Danilovich Oleynik, chief of the section's freight department, continued. "This has been manifested primarily in the fact that as soon as the loading of closed cars to full capacity was authorized, cars began to leave this station each shipping 68-69 tons. Thus what was earlier loaded in 11 cars is now incorporated in 10."

"If all 16 of the oblast's grain acceptance enterprises," Viktor Ivanovich Batsikadze, deputy chief of the section (incidentally, he constantly monitors the progress of the preparations for the rural shipments), quickly interposed, "were to operate the same, we could additionally dispatch in the hottest month of the busy period no less than 100,000 tons. As far as assisting the procurement workers is concerned, I could cite you the following figure: since the start of the year the workers of the Kherson Cereal Products Combine have requested 9,260 empty cars, but we have overfulfilled their request even--provided 9,508. Thanks to this, our allied subcontractors have also been able to free their storage capacities ahead of schedule."

Yet another example of the strong labor collaboration is the interaction of the Brilevki Station workers and the Brilevki Elevator. It was precisely mutual assistance and the paramount attention paid by each partner to the coordinated nature of the activities which enabled the procurement workers to put the siding into full working order. Its new section--a more convenient linkup with the station tracks which has increased traffic safety--has been commissioned. New weigh bridges have begun operation on the territory of the elevator which are making it possible to save up to 40 minutes on the loading of each ear. And thanks to the fact that there are also bucket scales here, the need for repeat weighings and dosing is essentially eliminated. Thus modernization of the elevator equipment has been reflected primarily in an acceleration of the processing of the railroad rolling stock.

The railroad workers, in turn, assist their competition friends. Their efforts helped install the new weigh bridges and lay the new link track. A

diesel locomotive of the station is frequently used for arranging the cars at the elevator. It is precisely competition which has become the organizing force which has helped in the achievement of all this and the fulfillment of the car-idling norm in the siding this year.

In addition, even such a seemingly "internal" concern of the elevator collective as the commissioning of a mill this year was ultimately reflected in the interaction with the railroad workers. For the short-distance shipments of flour, whose volume had risen to 12,000 tons per year, were eliminated and hundreds of cars were released thanks to this. In a word, it is not for nothing that the railroad and procurement worker communists are registered in one party organization--they operate as a single collective.

This brief account of labor collaboration provides, we believe, sufficient grounds for making a judgment as to the possibilities and resources revealed by comprehensive intersectorial competition. And we could go on to describe the high results scored by those who emerge as the winners among their colleagues by occupation in this competition. These include such of the best "two-thousander"-acceptance officials as R. Morozova and T. Burlachenko; such master railroad engineers, who actively assist the siding workers of the grain-acceptance enterprises, as A. Antonov and T. Ginzul; such experts of swift-moving express grain and unloaded freight train traffic as P. Znaga, duty officer for the section; and train dispatchers Ye. Portyanko, T. Reznichenko, L. Kareva.... These also include further dozens and hundreds of people whom comprehensive competition has helped achieve results which even yesterday seemed to themselves unattainable.

It is natural that intersectorial competition has become the pivot of the preparation of Khersonskaya Oblast's entire transport for the rural busy period. It is precisely labor rivalry which introduces in day-to-day practice precision in the fulfillment of mutual obligations and mutual exactingness and a sense of common purpose and common responsibility. Joining the nationwide movement to greet the 26th CPSU Congress with new labor achievements, the Kherson workers are firmly convinced that it is precisely intersectorial competition which will help them to achieve success in such an important and complex business as transportation of the harvest.

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CSO: 1829

RAILROAD

STATE OF ESTONIA'S RAILROAD INDUSTRY REVIEWED

Tallin SOVETSKAYA ESTONIYA in Russian 18 Jun 80 pp 1, 3

[Article by ETA (Estonian Telegraph Agency): "Improve the Operation of Railroad Transport"]

[Text] From a republic conference of the railroaders' party and economic activists.

As has already been reported, a republic conference of party and economic activists in railroad transport, which discussed tasks for carrying out the CPSU Central Committee decree, "On Measures to Improve Party and Political Work in Railroad Transport," convened 16 June.

Since the start of the Tenth Five-Year Plan, said a speaker--Secretary of the Estonian Communist Party V. Kyao, much work has been done to develop the railroad activity. All types of hauling are now being performed by diesel and electric locomotives. The introduction of modern and more powerful locomotives enabled average train weight to be increased last year to 2,034 tons, in comparison with 1,876 tons in 1975.

A number of more modern methods for freight hauling were used. Freight hauling in large-load containers through the Tallin Mercantile Seaport was introduced, and the Tallin Railroad Yard is transshipping such containers with freight that is bound for many enterprises of the republic's capital. The amount of packaged freight hauled has risen.

Use of the experience of the Belorussian Railroad has enabled the level of use of unit trains for dispatched freight to rise from 3.5 percent in 1969 to 48.9 percent last year. This has greatly speeded up the delivery of the freight to destinations. And improvement of the unified technology for operation of the Yykhvi, Kokhtla and Pyussie railroad yards and the loading and transporting administration of Estonian Shale Production Association has enabled about 7,500 cars to be released during the Tenth Five-Year Plan.

Using the experience of collectives of the Lyublino Railroad Yard of the Moscow Railroad and of Chelyabinskaya Oblast enterprises that was approved by the CPSU Central Committee, our republic's railroaders have managed to

increase the load for each freight car by an average of 1,250 kg over 1978, enabling more than 70,000 tons to be dispatched without the acquisition of additional rolling stock. Improving the experience of the Moscow Railroad in mastering additional haulage by increasing the weight and length of trains, average train weight has been raised by 115 tons over 1978. Last year about one-third of the freight was sent on heavyweight trains, and more than 3.5 million tons of freight above the norm were hauled, when the socialist commitment was 2.2 million tons.

Nor has the start been bad this year. The plan for the first 5 months for freight dispatch was carried out 102.3 percent by the Estonian Division of the Baltic Railroad. All this bespeaks the fact, noted V. Kyao, that a tendency toward improvement in the operation of the republic's rail transport has been noted.

However, until now, smooth delivery of cars for loading and unloading is not being provided, and there is a chronic lag in the hauling of a large variety of freight, an increase in the idle time of cars at railroad yards and at the spur tracks of enterprises, and, as a consequence, a general slowing of freight-car turnaround.

City and rayon party committees must pay more earnest attention to the work of industrial enterprises in the effective use of freight cars. There is such work experience in the republic. In the last 4 years, when the turnaround of cars grew by 15 percent for Goskomsel'khoztekhnika [State Committee for Agricultural Equipment], the idle time for cars during loading and unloading was reduced from 7.1 to 3.7 hours, and, for Minlesprom [Ministry of Timber and Wood Processing Industry], from 4.3 to 3.5 hours. Despite the fact that the experience of Goskomsel'khoztekhnika enterprises won All-Union recognition, many of the republic's ministries, agencies and industrial enterprises still have not used it.

The increasing amount of freight turnover and the necessity for more effective use of rolling stock advances questions of mechanizing all loading, unloading and warehouse operations to first priority. This concerns not only the railroads but also other enterprises and organizations of the republic.

Containerization and the use of packaged freight is an important prerequisite to a rise in the level of integrated mechanization, to providing for full protection of the freight being hauled, and to reducing the nonproductive idle time of transport equipment.

The Tallin Transport Terminal plays an important role in freight haulage. The introduction of a continuous plan-schedule for its operation has enabled the railroad division, the Tallin Railroad Yard and the mercantile seaport to convert to the preplanning of loading resources and more effective use of transport. Businesslike collaboration of interdependent agencies and a tightening of agreements about competition must be disseminated more widely in all branches of the national economy. This is one of the tasks of primary party organizations, trade-union and Komsomol organs, and all economic managers.

Party organizations of the Tallin Car barn, the Tartu truck-maintenance section, the Tallin Railroad Station and a number of other agencies that hold joint party meetings of enterprises linked by a single haulage technology and execute various coordinated measures, acts that support positively the search for and use of reserves, precludes unfounded mutual claims and helps in the overall improvement of operations, are an example of authoritative and comprehensive influence on the operation of their enterprises.

The CPSU Central Committee decree, "On Measures to Improve Party and Political Work in Railroad Transport," V. Kyo pointed out, requires party organizations of railroad transport to approach an evaluation of the communists' fulfillment of their commitments with complete adherence to party principles and to conduct an implacable struggle against the phenomenon of mismanagement and for high reliability of operation and the effective use of rolling stock, track and other operating resources. One of the prerequisites to the success of this work is the correct assignment of party forces, improvement in the choice of personnel, and a strengthening by the communists of the most important elements in the critical sections of transport. In raising the level of organizational and political work, it is necessary to pay tireless attention to satisfying the workers requirements, to listening responsively to their needs, and to being concerned daily with improving their living and working conditions and their recreation.

With the establishment of the party committee of the Tallin Railroad Terminal, the operation of party organizations has become more purposeful, and, as a result, the activity of Komsomol and trade-union organizations has also improved substantially, stated Second Secretary of the Tallin City Partkom N. Ganyushov in his address during the discussions. The Komsomol committee that was created here recently is of great importance in improving political-education work among youth. In the terminal's subunits, the initiatives, "Not one lagging detachment," "Raise labor productivity by combining trades," and others have been widely disseminated here, and a new form of socialist competition, in accordance with the Leningrad Transport Terminal method--the conclusion of agreements among cooperating enterprises--is being introduced.

At the same time, the terminal's work still does not meet modern requirements. The development of an information service with interdependent agencies and the clientele, improvement of the track activity, and mechanization of loading and unloading operations are lagging here. However, not just the railroaders are guilty here of work of inadequate effectiveness. At some city enterprises the idle time of cars greatly exceeds the norm because of late preparation for receipt of rolling stock, low mechanization of loading and unloading work, weak development of the storage activity, the poor state of access tracks, and poor organization of the handling of cars. In order to raise the responsibility of economic managers of enterprises of industry, transport, construction and trading for the status of loading and unloading operations and the effective use of cars, control commissions for monitoring the activity of the administration for the effective use of transport have been created, mainly in all primary

party organizations of large enterprises - of the city. At the Tallin Machinebuilding Plant (mashstroi), Leningrad, where the central mission of the administration for the use of transport has already been operating for a number of years, above-standard idle time of cars has been completely eliminated.

A method for more effective freight handling—the direct ship-to-car variant with simultaneous timely preparation and unloading of freight from senders' unit trains—which completely precludes classification work en route, increases the throughput of the railroads, and accelerates delivery of freight to the receiver, has received further dissemination during the work process under actually coordinated continuous planning at the Tallin Transport Terminal, noted chief of the Tallin Order of the Emblem of Honor of the mercantile transport A. Inkashchikov. He cited as an example the processing of the motorship "Pobedina Leningrad," when in two days two unit trains of mahogany logs were made up, and 0.5 hour was saved in the processing of each car.

Deputy Chairman of the Tallin City Ispolkom A. Gentsov dwelt on the work of the transport commission that was created under the city Ispolkom last year. Right now the commission is developing a long-range plan for operation during the next five-year plan. One of the most important questions for this period is determination of the amounts of haulage of enterprises of the city by type of transport, their more rational distribution, and improvement of integrated socialist competition of all types of transport and industrial enterprises. It is solving the best use of transport equipment.

The First Deputy Estonian SSR Minister of Automotive Transport and Highways B. Kariellov emphasized in his speech that the competition of brigades of drivers with brigades of machinery operators, loaders and dispatcher shifts can improve the work of the transport terminal. If it is organized under the brigade-contract method, then successes will be appreciable. But when at times there is a delay, for example, on the part of freight receivers, semitrailers are turned for weeks into warehouses on wheels.

Refrigerator mechanic of the Valga yard and deputy of the Estonian SSR Supreme Soviet V. Selov spoke about low effectiveness in the use of refrigerator cars and containers. Half of the time the cars remain empty and no one follows up on them, and this leads to the theft of scarce spare parts. The lack of spare parts at the yard has made it impossible to send 10 cars out on the line for more than half a year.

At Narva a disinterested action for transport follows up on the work of the railroaders. From year to year idle time during loading has been undergoing a reduction, said chairman of the Narva City Committee of People's Control A. Kanturev. Thus, as a result of a check on the use of rolling stock and observance of the standards during loading and unloading at the 80 (Coal depot) - of the Estonian GSS, the unloading of cars on days off and holidays and at night has been organized, and unloading work is being mechanized more widely. Idle car time has been reduced by two-thirds.

Chief of the Estonian Division of the Baltic Railroad P. Gladyshev called attention to the necessity to reduce idle car time, to organize two-shift operation at freight yards, to increase the protection of freight being hauled, and to strengthen discipline.

The meeting of activists directed the Estonian Division of the Baltic Railroad, the republic's ministries and agencies, the managers of enterprises of railroad transport, industry, construction, trade and other branches of the economy to take urgent measures to eliminate deficiencies in the organization of haulage and unloading and unloading work, to raise effectiveness of the use and to speed up the turnaround of transport equipment, to persistently develop labor collaboration between interdependent transport collectives, and to increase the effectiveness of socialist competition, based on joint agreements.

Party, trade-union and Komsomol organizations and economic managers of railroad transport enterprises must in every way achieve effectiveness in socialist competition among railroaders, support and disseminate advanced initiatives, raise exactingness toward the managers of each production section for the state of discipline and of educational work in the collective, and to show concern for improving social and living conditions of transport workers.

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CSO: 1829

RAILROAD

DEVELOPMENT OF OIL-IFEROUS WEST SIBERIA DEPENDS ON RAILROADS

Moscow GUDOK in Russian 16 Jul 80 p 2

[Article by A. Shvirikas: "Experiment in the North"]

[Text] It began to grow light at 1000 hours. From the tops of the larches appeared the edge of an evenly outlined, strawberry-colored disk. After barely rising above the forest and casting a pink light over the snow, the sun sank within four hours practically in the same spot and grew dim, with a dispersed, weak light.

After two weeks of 40 degrees of frost with wind, the temperature rose to 28° below zero--just a trifle, the long-awaited "thaw." During just such frigid, hoar-frosty days it was my lot to visit Urengoye, or New Urengoye, as they like to correct visitors in this polar settlement.

In order to comprehend the principal characteristic of Urengoye, it is necessary to collate its geographical position with a geological map. Usually oil and gas settlements are located off to the side of the industries themselves. New Urengoye has been placed right in the center of a large gas-condensate deposit. And you already look in a new way at the two-story, block-type houses, the modest offices of the construction administrations, and the plain, simple buildings. An underground ocean surges under them. This frozen ground conceals reserves of heat and energy which will nourish industrial enterprises for many long years. Putting the Urengoye deposit into operation is one of the Komsomol's 16 shock construction projects in this oblast.

First Secretary of the Tyumen' Obkom of the Komsomol Gennadiy Chebotarev told me how, on a working day of the 18th Komsomol Congress he accompanied a consolidated construction detachment from Moscow to Urengoye. Chebotarev still remembers the business-like, somewhat emphatic calm of the detachment's commander, Pavel Baryaev, and the laconic, confident orders which he issued to the volunteers.

And although the uniform shortcoat which fitted him so well bore no distinguishing marks, they all correctly acknowledged this young, fair-haired lad as their commander. And nobody guessed that for him this unexpected

appointment was a testing no less serious than for the new recruits.

A considerable amount of time has passed since those triumphant expeditions.

Rumbling and rattling like an iron barrel, a cross-country vehicle, leaving behind it a patterned, caterpillar track, brought me to Baryaev's brigade. Like the fur of a black-brown fox, the ground was silvered over with a mane of hoarfrost. One month in the North may be considered as two. It is so crowded with events! During this time in Urengoye the first Komsomol youth administration came into being. Its skeleton was formed by the fighters of the All-Union detachment. Baryaev's brigade of carpenters became the best on the shockwork construction projects. And, in fact, many of the volunteers had no previous construction specialization. I found out that the settlement had already had three festivals of youth songs. Six new families have appeared in Urengoye. Seriously, people sent by the Komsomol have been establishing themselves in the North for a long time. What have they given to the North?

I saw four new buildings which had been constructed by these kids, and I saw a signboard for "Komsomol Street," at a place from which partridges used to take flight not so long ago; I also spoke with the Komsomol organizer Petr Maksimov and the former machine operator Nikolay Prytkov, both of whom have now become skilled carpenters.

Youth is courageous, accumulates experience, and learns how to overcome difficulties. There is an expansive freedom here for the creative application of effort and energy. In the future these lads will recall with pride their labor biography began in Urengoye. They have learned the value of genuine workers' friendship, true devotion to a cause, and the unpremeditated joy of a day spent in a worthwhile manner, and so they have found themselves.

Their commander has also grown, together with his fighters. How many events have been crowded into his own personal biography. He became a member of the Komsomol Central Committee, and at the first elections held in Urengoye Pavel Baryaev's comrades voted for him as a candidate for deputy to the USSR Supreme Soviet.

Could one have supposed that this demobilized soldier, who had arrived in Nadym on a Komsomol travel authorization, would have had such a turning-point in his destiny? After his demobilization Baryaev had joined an unusual group, one of the country's few Komsomol-youth trusts. Pavel was accepted as a carpenter. But very soon Nadym was in need of stone-masons, concrete workers, and roofing workers. He mastered all these specializations and then became the brigade leader of a consolidated group.

The brightest destinies are characteristic of the shockworker construction projects, and they occur in the Komsomol groups. Vladimir Leytland, the chief engineer of the "Nizhnevartovskostroy" Trust, recalls with a smile

how one of the new recruits proposed to decipher the enigmatic word "Samotlor," used to designate the ancient khanty. "We should not say 'Samotlor' but rather 'Samotvor'," he pointed out confidently. And he went on to explain as follows: the latter term is an abbreviation for "self-created." Well now, the proof is not so simple. Self-created! This does correspond to the chief trait of Samotlor, the only geographical point where three of the Komsomol's shockwork construction projects have come together at the same time.

We do not cease to be amazed at the fact that during the period of the Soviet regime's emergence beardless youths were in command of regiments. But why is it that at times we fail to notice that large-scale installation, construction, and geological subdivisions are being directed by persons who, in most places, are still regarded as junior specialists?

Here, more often than anywhere else, one must be hard on oneself, rejecting yesterday's ideas. The ability not to fear unexpected, at times fantastic, solutions is a trait which the Tyumen' North inculcates in a young leader.

In the heart of winter...irrigation vehicles roam about Samotlor, spraying water about just as if they were preparing a gigantic skating rink. Then peat is brought in from special pits. Excavators scoop up the pliant flesh of the bogs with their buckets. Bulldozers rumble about, accepting the black, paired masses. After one layer of peat is tamped down, it is sprayed anew. For the first time peat has become not a foe but an ally of the builders.

It was no simple matter to verify whether such an embankment would withstand the attacks of ice, be washed out by ground waters, or be destroyed by the warmth of summer.

At that time Vladimir Leytland was still chief of the SU-909 Komsomol Youth Section. He had arrived in Samotlor as an 18-year-old lad. Then he became a foreman, superintendent, and senior superintendent. He was awarded the Order of the Red Banner of Labor and the Komsomol Badge of Honor. At the same time Vladimir was nearing graduation from the Tyumen' Institute of Structural Engineering, and as his thesis topic he immediately chose road construction on a peat foundation. His draft thesis was defended by the entire youth section along with him. And so it turned out that part of Leytland's thesis defense was recorded for broadcast by the Tyumen' television.

The producer showed his viewers not only the diagrams and schedules but also such a convincing document as Samotlor itself. Now everyone who flies into Nizhnevartovsk can see this subject...through an illuminator. The airplane descends in its circular landing path, unfolding a panorama of the lake. Samotlor is entirely intersected with zig-zags like streaks of white lightning, each branch of which ends in a kind of islet, and on each of

then oil-well derricks are visible. Orange-colored "Tatras" wander about in all directions just like lady-bugs. And this is the network of lake roads which were built on peat, without any earth excavation.

Samotlor-Samotvor.... The chief engineer of the large road trust, Vladimir Leytland, is now continuing his research. Together with Nikolay Tabakov, a young winner of the State Prize of the USSR and a worker at the State Planning Institute of Tyumen' Oil and Gas, he showed me a section of the new experimental road which the Komsomol-Youth section was already laying not to Samotlor but to a more remote deposit.

I had never before seen a road bed being unrolled just like a carpeted path. But that was precisely what these kids were doing. Enormous rolls were being taken from a tractor car and being set right there "along the corridor" of the right-of-way. These rolls are made of waste products from the chemical industry and have turned out to be cheaper than an installed layer of crushed stone which has to be shipped in from someplace else. Within a few hours a regular batch of the rolls, made of synthetic, unwoven materials, was laid in place. The carpeting was covered with concrete slabs.

In traveling along the roads of the Nizhnevartovsk Rayon, you now and then encounter signboards indicating a test-experimental section. These words refer to the type of road pavement. But we could also justifiably apply them to the group itself. Most of the construction divisions of West Siberia have become just such a laboratory for technical and social research.

...Many songs which the young people have loved have experienced an amazing destiny. During the period when the Tyumen'--Surgut Railroad was being built, the Tyumen' composer Mikhail Birman wrote the music for the words of a poem which was very popular here. He did not even suspect that these verses had already been born in Sayany, where earlier this group had earlier laid down the Abakan--Tayshet line, and they became part of the life of the new mainline almost without change. Only the new geographical names were substituted. Instead of "Abakan encountered bad weather," there appeared "Surgut." And with this correction the song survived for several years. They turned the railroad over but did not surrender the song to the archives!

And in snowy Urengoye, next to the Arctic Circle, among the builders of the next stage of the steel track, I heard how a new word was fitted into the text which was already well-known to me. "Urengoye encountered bad weather," the kids were singing. This simple change of geographical coordinates very precisely signifies the continuity of the pioneers in all the stages of assimilating Siberia.

2384

CSO: 1829

RAILROAD

RAILROAD MINISTRY DISCUSSES MANAGEMENT METHODS

Moscow GUDOK in Russian 2 Aug 80 p 2

[Unattributed: "Improve Management Style and Methods"]

[Text] The question of accomplishment of the CPSU Central Committee decree "On the State of Supervision and Checking On Execution in the USSR Ministry of the Petroleum Refining and Petrochemical Industry [Minneftekhimprom]" was examined recently at a joint meeting of the MPS [Ministry of Railways] collegium and party committee. Secretaries of party organizations in ministry administrations and departments participated.

It is underscored in this important party document that the Minneftekhimprom collegium was unable to realign work, does not maintain questions of supervision in the center of attention, and is not analyzing profoundly the state of executive discipline. The activities of the supervisory apparatus sometimes lacks the requisite professionalism and purposefulness. Ministry workers spend inordinate amounts of time preparing numerous documents. Most orders and instructions are of a general nature, tasks are levied late, and they are coordinated poorly with resources and enterprise capabilities. There are instances of an unnecessarily large amount of correspondence among the ministry's internal elements. The ministry's party committee is not using fully the rights it possesses to supervise the ministry's work to accomplish party and governmental directives, is not reacting sharply to shortcomings in guidance of the sector, is not giving this shortcoming a principled party evaluation, and is not demonstrating the requisite demandingness upon the workers for strict adherence to party and state discipline.

The CPSU Central Committee recommended that ministry and departmental executives deal with the state of supervision and checking on execution, ensure the development and realization of measures to strengthen executive discipline, and improve the activities of the state apparatus in accomplishing party and governmental directives.

Both the speaker, First Deputy Minister of Railways and member of the ministry party committee P. I. Shuleshko, and those participating in the debate noted that many deficiencies pointed out in this decree also are present in the work of the Ministry of Railways.

The speaker, in particular, presented the following facts. A breakdown in tasks involving integrated regulation is a serious cause of the failure to accomplish the plan for movement of fuel and metallurgical cargo. The Main Traffic Administration publishes many orders and instructions on the problem, but there are no results, the matter is not corrected. A multitude of orders on the same problem only undermines executive discipline and reduces the viability of administrative decisions. It would seem that there is nothing simpler: the technical plan is developed in the ministry monthly and it specifies taskings by all the basic operational indicators, including regulatory tasks. They must be adhered to unswervingly. Firm supervision of their accomplishment is required. And, if things are done this way, there is no need every time to publish new instructions in this area.

The schedule is our main technological document. You could say that it is the organizational foundation of transportation operations. The level of its accomplishment remains low. And, one reason why is that supervision of schedule adherence is poorly organized in the Main Traffic Administration and the Main Administration of Passengers.

The speaker and those participating in the debate stated that many, even principled, problems will not find a solution for a long time. In particular, several requirements in Order No. 30Ts (1978) are not being fulfilled. The Main Administration of Locomotive Management did not prepare in time a proposal for improvement in the locomotive maintenance and repair system. The Main Administration of Railroad Car Management did not prepare in time a proposal for development of new technology for the planned preventive repair of freight cars. Instructions on the positioning of autointerlock light signals on open lines, instructions on the computation of railroad throughput capability, instructions on calculation of schedule accomplishment, and others were not prepared within the suspense.

Recently, it was noted at the meeting, the ministry apparatus has taken organizational measures to improve work style and methods, to strengthen executive discipline, and to reinforce supervision. Matters concerning workers' claims, complaints, and suggestions have been improved. The number of complaints dropped 29 percent in the 5 months of this year. However, there still are many shortcomings involving workers' letters.

Executives in several administrations sometimes avoid solving the problems raised in workers' letters and, with no basis for so doing, send these letters to the railroads. They sometimes even send them to the very individuals about whom the complaints are made. There are numerous examples where consideration of innovative proposals is unjustifiably prolonged.

MPS party committee secretary G. F. Yefimov noted that the activities of the party committee and of party bureaus primarily are directed towards strengthening the party influence on solution of the key problem--the problem of ensuring stable and reliable railroad transportation operations. Great attention is devoted to improving the role of the ministry's apparatus in the struggle to accelerate technical progress. However, the effectiveness of this work remains insufficient.

Recently, the party committee repeatedly examined questions of intensifying the personal participation of communists--executives in the main administrations--in organizational work to improve the activities of the organization. A principled evaluation was made of the shortcomings and errors in the activities of several executives of main administrations and departments. Some need strict censure and even to be called to party account.

Special attention in the CPSU Central Committee decree on the state of supervision and checking on execution in Minneftekhimprom was devoted to development of criticism and self-criticism as a tested method for revealing and eliminating deficiencies. This fully applies to our party organization, G. F. Yefimov said. We have no shortage of criticism during our party meetings. But, what kind of criticism? Often not specific, lacking in serious analysis of the shortcomings in the activities of certain party members. And, it is fully understandable that it is difficult to react to such critical speeches, to take measures, to supervise execution. It is important to take all this into account now as we prepare for accountability and election meetings.

I. G. Pavlovskiy, Minister of Railways, made the concluding speech. Today, he said, under discussion is a broad range of problems involving supervision and checking on execution of decisions made by management organs, those we make ourselves, involving improved discipline, involving improvements in the responsibility and proficiency of our cadres. The CPSU Central Committee and the Soviet government are doing a great deal of work to improve the style and methods of management, to improve executive discipline in the national economy. This all was reflected in the decisions of the 25th CPSU Congress, those of subsequent Central Committee Plenums, and in comrade L. I. Brezhnev's speeches.

Questions of supervision and checking on execution systematically are examined at meetings of the MPS collegium. They are always in the center of attention of the ministry's party committee and the administrations' party bureaus. We have a specific system of supervision, but it requires improvements since requirements for executive discipline in the state apparatus have grown immeasurably.

The minister noted that the state of executive discipline primarily must be evaluated based upon the final results of the sector's work, that is, based on transportation activities. And, railroad personnel are deeply in debt to the national economy.

The decisive stage in the struggle for accomplishment of the tasks of the final year of the 5-year plan now has arrived. Competition for a worthy greeting for the 26th CPSU Congress will expand everywhere throughout the national economy. Railroad workers are replete with decisiveness to greet the party congress

with shock labor. Management is obliged here to provide comprehensive assistance to them.

During the last meetings of the collegium, the minister emphasized, tasking for unconditional fulfillment of the transportation plan both for the railroad and enterprise collectives, and for the organization has been carefully formulated. The plan is very intense, but realistic. We must ensure its fulfillment in all the individual cargo elements, without forgetting, of course, that the most urgent cargoes are fuel and agricultural products. All transportation activities will be evaluated on how we accomplish this tasking.

Several MPS administration executives, the minister noted further, demonstrate little concern even about fulfillment of their own decisions and instructions and they barely talk to those implementing policy. Often, main administrations issue redundant instructions on identical problems. Often, practically speaking it is simply impossible to supervise them. Just as in Minneftekhimprom, in the MPS the flow of correspondence among main administrations and among structural subdivisions has grown. The attention of the ministry's collegium and party committee at times has been directed to these facts. However, changes are slow in coming. Major complaints in this regard can be directed to the Main Administrations for Repairs to Rolling Stock and the Production of Spare Parts, for Material-Technical Supply, for Rails, and for Locomotive Management.

The real necessity for wide use of progressive know-how was underscored in the CPSU Central Committee decree "On Socialist Competition for a Worthy Greeting for the 26th CPSU Congress." The party Central Committee highly rated the know-how of the best transportation collectives, but not everything connected with introduction of this know-how is successful, the minister noted. Executives in a number of main administrations and several workers within the apparatus are not terribly concerned about introduction of the know-how of transportation workers from Chelyabinsk, Leningrad, and Odessa and that of the collective from the Lyublino Classification Station. The Main Administration of Locomotives is virtually ignoring introduction of the know-how of collectives from the Belorussian Railroad and the Sol'vychevodsk Depot.

There are serious shortcomings in passenger transportation organization. On the other hand, positive know-how has been accumulated, in particular, during preparations for the Olympic Games. This know-how must be used to the maximum.

Executives in the ministry's administrations must become more seriously involved in economic operations, must struggle to improve production efficiency, and must achieve more rational use of physical and financial resources.

Problems of improving the handling of workers' letters, claims, and complaints and of critical articles in the press have often come up at collegium and party committee meetings. This work is handled solidly, in a businesslike manner, in many main administrations. Along with this, however, there are many cases of repeated appeals by citizens, including those to management organs. There are cases of repeated articles in the press. The minister warned that all cases of formal, bureaucratic replies to workers' claims will receive the requisite evaluation and guilty parties will be severely punished.

The collegium obliged the deputy ministers and administration chiefs to evaluate critically the state of affairs concerning executive discipline and to develop and implement viable measures to improve work styles and methods, as required by the CPSU Central Committee decree.

Yu. A. Rukavishnikov, instructor in the CPSU Central Committee Transport and Communications Department, and P. N. Popov, secretary of our trade union's Central Committee, participated in the joint meeting of the MPS collegium and party committee.

7869

CSO: 1829

RAILROAD

SERIES DETAILS AZERBAIJANI HEAVY RAIL TRANSPORT PROBLEMS

Baku VYSHKA in Russian 3, 4, 5 Jun 80

[Article by A. Gamedov (Baku-Baladzhary-Kazi-Magomed): "The Railroad's Seven Troubles"]

[3 Jun 80, p 2]

[Text] Locomotive engineer I. Suleymanov of the Kazi-Magomed Crew-Change Locomotive Barn, after reading the lead article in VYSHKA of 23 March, "The Train's Weight Is Above the Norm" (which cited the example of engineer of the Kirovabad Locomotive Barn and Deputy of the republic's Supreme Soviet G. Aliyev, who drove trains of 10,000 tons' weight), wrote a letter to the editor. It attracted attention with its sort of veiled injury and a bitterness not fully expressed.

Judging by everything, the record of his colleague is, in an amicable way, an unfulfilled undertaking of many engineers. "We also want to drive heavy trains," writes Suleymanov, "but we are not authorized to take trains if their weight is above the critical point. But during the concluding year of the five-year plan each of us has been obligated to haul 50,000 tons of freight above the goal. It is possible that the ban was established because the electric locomotives assigned to the Baladzhary Locomotive Barn will not withstand the load. Actually, their traction motors, compressors, electropneumatic contactors and other components do break down. What are we to do now, how do we cope with the commitments? We ask each other and we get no answer."

The letter was not long but it raises such sharp questions. Actually, on the one hand, there is the patriotic spirit, the desire to work as much better as possible, to raise work effectiveness, and to prepare to solve successfully the tasks set for railroaders by the November 1979 Plenum of the CPSU Central Committee, and, on the other, there is the absence of the prerequisites for carrying out socialist commitments, a barrier to the driving of heavy trains, without which the tasks cannot be met.

At the same time, there is the CPSU Central Committee decree about the approval and wide dissemination of the Moscow Railroad's experience in

speeding up haulage by increases in weight and length of trains. In accordance with an instruction of the Ministry of Railways to the Azerbaijan Railroad, an order was issued about the need to execute some measures and to promote socialist competition to introduce this experience, with a view to providing for the forming and driving of trains of greater weight and length at the points where such large-scale types of freight as building materials, petroleum product, and so on are loaded, beginning 15 October 1979.

There is the order, but apparently there is something wrong with the assimilation and development of the Muscovites' experience on the Azerbaijan mainline if the operation of heavy trains is prohibited.

1. The Train Traffic--Is It Spontaneous?

The chairman of the local trade-union committee of the Baladzhary Locomotive Barn K. Kyatanbekov was reading I. Suleymanov's letter aloud, with pauses, trying to make the sense of it clearer. Everyone who was in the room listened in silence and no one uttered a word until the end of the reading. But then there was an outburst by the people, as if dissatisfaction had been held back for a long time.

"The author writes correctly," said engineer-instructor F. Khalilov. "Most crews want to drive heavy trains. But by no means do you get away from the problem with a wish. All aspects of the problem must be dealt with."

"It is not the work, it is the continuous confusion....," said another instructor, A. Gasanaliyev, in support of him.

"We require each trip to be well-thought-out and organized and the weight of the trains to be increased to 4,000 tons, that is, to the critical point," explained party bureau member engineer G. Gasanov. "But usually the weight of the trains does not exceed 2,800-3,000 tons. This is unsuitable and uneconomical. I have even made some calculations...."

According to his data, if heavy trains are dispatched from Baladzhary to Kazi-Magomed, then the increase in the number of cars per train can reduce the number of trains by at least two per day. Then two electric locomotives, two locomotive crews and up to 7,000 kw-hr of electricity will be saved daily.

"Overtime work by locomotive crews will be reduced by 1,000 hours per month," added K. Kyatanbekov.

"You have been carried away too much, you talk as though all the obstacles that face engineers of heavy trains have been removed, but you constantly complain yourselves that it is boring to look at closed semaphores," said barn chief O. Akhundov, cooling off the drivers who had been attracted by the calculations. "Trains go from Divichi to Baladzhary in 14 hours instead of 2. Why do you say nothing about this? How is it possible, under that traffic arrangement to undertake the running of heavier trains?"

"What is correct is correct," G. Gasanov confirmed in a dropping voice. "There is more dream than reality in our calculations. We operate in spurts on the open track: we go and then stop, and then we go and then stop again. You think hard here before you agree to take a heavy train, even if it is planned."

"That's just the point, no one is planning them," said Akhundov, introducing clarity. "Then, possibly, it would be easier to organize traffic."

The position of the Baladzhary locomotive drivers was clear--they support an improvement in traffic organization. But what do they say in Kazi-Magomed?

"We are not novices in running heavy trains," announced chief of the crew-change center, T. Gasanov. "Last year we ran them with more than 10,000 and we were committed to run 7,500."

"There was a decrease."

"But what else was there to do? The operating condition of the locomotives became worse. Since January there have been more than 100 uncouplings of electric locomotives from trains readied for dispatch. And the traffic organization is worthless. We used to go to Udzhar in a maximum of 3 hours, but now it is 10."

A new situation--frequent breakdowns of electric locomotives--must be added to the deficiencies in traffic organization. It is interesting, but what else is to be explained?

"And who knows whether we are working well or poorly," said duty officer S. Safarov of the Kazi-Magomed Railroad Yard, shrugging his shoulders. "Is anyone interested? There is no shift plan. Only one thing can be said firmly: the potential of both our railroad yard and the mainline's throughput is not being used adequately. If there were clear-cut guidance, that is, on the part of Baladzhary, and heavy trains were run that had been formed more thoughtfully and would not require classification here, we could increase the railroad's throughput...."

A red light glowed on the control panel. Moving a little lever, Safarov continued:

"And if heavy trains were met by electric-locomotive pushers in Yevlakh that were ready to help them to overcome the grade on the line between Kyurokchay and Kirovabad, they could continue their journey further. However, such a handling of trains has not been called for. We uncouple some of the cars, and Yevlakh uncouples some."

And so something new has been added to that which was known to the locomotive engineers: the railroad yard works without a shift plan, and trains do not run on schedule. I did not believe what I had heard--that people are working without having that which has been considered to be the

side of all production collectiveness plans. How does one operate, what is one oriented to, how is chaos avoided?

All this seemed -- unexpected, so absurd, that I could not get it into my head. I even thought, in mitigation: in the final analysis, the Kazi-Magomed Railroad Yard is not large, and the activity of others, larger in size, probably is being accomplished just as stated.

But, as they say, the farther you go into the forest, the more firewood you find.

"What plans do you have in mind?" yardmaster V. Nadirli asked. "If monthly, then there is one, but as for daily shift plans that must be followed down to the second, there are none."

In confirmation I pointed to a telegram signed by deputy chief of the Azerbaijan Railroad A. Guliyev. He had telegraphed A. Yepifanov, who was then acting chief of the Baku Division of the railroad: "Personal checking has established that there is an absence of daily shift planning for Baladzharly Railroad Yard train operations, and neither the railroad yard, the car barn nor the locomotive barn has received plans for the dispatch of trains." And at the end was the instruction: "arrange for planning for the Baladzharly Terminal."

"I received the telegram, but what is to be done, frankly speaking, I do not know," Yepifanov said, spreading out his hands. "Without help from the railroad administration, we are not in a position to make any kind of change. What the railroad's traffic service gives us daily is not suitable for making up current plans, because it does not contain the main thing--information about the number of trains that are liable to be received, processed and dispatched from the classification and other railroad yards that make up trains."

Prior to drawing conclusions, we tried to look into the specifics of the activity of this type of transport. The railroaders have a rule: everyone works primarily for the transport workers. Just who are the transport workers, and why are they given preference? They are those who organize the unloading and loading on the railroad, make up and dispatch trains by destination, manage their progress along the route, accept trains from other railroads, and themselves transfer trains and cars to the neighbors... If the transport workers' activity is translated into the generally accepted language of production collectives, then it should be said that they produce the railroad's final output in the form of the delivery and dispatch of freight in an appropriate number of trains (or cars). In the final analysis, the operating effectiveness of all railroad transport depends upon how transport workers operate and upon their efficiency, competence, responsiveness and persistence.

In our branch of the economy, the concepts, "planning of the work of the services and subdivisions" and "organization of traffic," are almost synonymous. To create all the necessary prerequisites for train movement

seems to plan for and support the unloading, loading and dispatch of a definite amount of freight, the transfer of trains (or cars), highly effective use of cars and locomotives, maintenance of the track and communications and signaling equipment--the whole complicated activity of the steel mainline--in the proper condition.

But we have explained above that current planning has not been arranged on the railroad. Thus the question naturally arises: how, then, does movement occur?

"We try to regulate it as it takes shape, based upon the situation that arises," said deputy chief of the Baku Division A. Yurifanov. "The absence of planning is reflected perniciously in the activity of the railroad yards, and discipline has worsened...."

One of the most authoritative of our railroaders, who worked for many years at the Baladzharly Railroad Yard as chief engineer and even now, still after retiring on a pension, has continued to work actively and creatively, A. Kolekaev, answered this question. Incidentally, he was awarded the title "Distinguished Engineer of the Republic" for a number of extremely valuable suggestions for improving the operation of the railroad yard, which in their time were introduced and gave great economic benefit.

"For the first 4 months of the year the railroad yard carried out the plan for sending out cars by only 95 percent," he said. "The main cause of the lag was the failure to send out readied trains. The idle time of trains, from the moment they have been made up until they are dispatched exceeds the norm 5-fold to 6-fold. Because the railroad yard's work is not planned, it is not clear when and how a train is to be dispatched. Nor are causes of excessive idle time being found: whether the cars were in good repair, whether electric locomotives had been turned over, whether merchandise damage or something else had been observed. Those guilty of the interruptions remain concealed. It is as though conditions had been created purposely so that people would not have to answer for it. The operation as a whole is not being regulated, it flows by gravity, spontaneously...."

It is graphically evident in the sad example of the Baladzharly Railroad Yard how the absence of planning tells on train traffic, slows it and leads to idle time. Here, of course, not even moral losses are avoided. Poor organization of production gnaws away from day to day at labor discipline and reduces the degree of responsibility of transport workers for improving the state of affairs.

[4 Jun 80, p 2]

[Text] 2. What Are the Supervisors Occupied With?

Now let us take a look at the railroad's work from within, that is to say, with the eyes of the immediate organizers of the traffic--the workers of

the current operations control sections, the duty officers and the controllers. It will then become clear how much is lost because of the lack of thoroughness and discipline of traffic supervisors.

Noise is being carried from the room where, cut off from the outside world, the train controller of the Divichi-Samur section sits, into the corridor; someone is deeply disturbed and shouts with indignation:

"What am I sitting here for--why do you butt into my function? I have trains standing still, and you have taken up the road without authorization."

It turns out that train controller G. Akperov and power controller H. Sammedov, who had given an order to the duty officer of the Divichi Railroad Yard to dispatch a handcar with concrete supports, are swearing at each other. Akperov found out about this after the act had been committed.

"If only they had warned me or had I known previously that the work to replace the supports had been planned," he explained, "I could have allocated time to it without interfering with the traffic."

He called Divichi on the telephone and asked when the track would be free.

"If only it was just this one case," complained Akperov. "What have we come to, and where are we going? I don't know....If only the communications operated reliably. In fact today, from 0800 to 1800 hours, first they heard my commands at the yards and then they didn't. I was cut off from them and didn't know what was being done on the sections."

And in the adjacent room his colleague, S. Potcheluyev, who was responsible for train traffic on the Divichi-Baladzhar section, was agitated. Because the duty officer at the Nasosnaya Alekperov Railroad Yard had willfully dispatched two trains with local freight not called for by the schedule and the controller had had to stop other train traffic.

What else is disorganizing the railroad activity?

"It's very difficult for everyone," said deputy chief of the traffic section G. Abdullayev. "You rely more on intuition than on the existing order, because often the data that arrive are inexact and it is impossible to devise operations on that basis."

On that same day M. Ramazanov served as duty officer for the division whose operation I had come to observe. When he took up the shift he had a very poor picture of the situation. After having communication by telephone with the duty officers along the line's railroad yards, he paid special attention to Kazi-Magomed, because this was the last railroad yard that is included in the adjacent Kirovabad Division. The duty officer should report to Baku about the composition of all trains coming from there.

The first report: a train is going to Nakhichevan, and all the cars are empty. Then a refinement--there are two loaded cars on the train, with Nakhichevan as the destination. Komarator was annoyed: if the train had been entirely empty, that is, without the last two cars that carried freight, it could have been sent as a through train. Now the train would have to stop and the two loaded cars would have to be removed from it. This took up at least an hour. Switching work and the workload on the carworkers were increased. For indeed, more than just one or two trains were passing on that track.

But the annoyance over this was not finished. Later trains had been made up by the same "salad" method: empty cars, loaded cars, gondolas--all in alternation, all this causes the trains to be stopped and broken up. And time flies, and the schedule goes to pieces....

And indeed it had been possible, surely, to make up one whole train from empty cars, and another of loaded cars. This would have helped to reduce the strain on the mainline and put order into the work. Most irritating is the fact that no great wisdom would be required for such a solution, it being necessary only to see what difficulties are caused by the negligence that is tolerated when trains are being made up.

Unfortunately, "salad" trains, which reflect the railroaders' disorganized state and the lack of well-thought-out operations and feeling of comradeship, have become a sort of legalized phenomenon, and they continue to come to the Baku Division from the Girovabad and Nakhichevan division. Of course, there are few of them that go in the reverse direction--from the Baku Division to neighboring divisions.

Similar reproaches should also be made against the neighboring railroads--the Caucasus and the North Caucasus railroads. They, like our railroad, make mistakes. For example, out of eight weekly tank-car trains dispatched, whose break-up MP (Ministry of Railways) prohibits, only two are returned in a set for loading. The remainder have to be gathered from stray groups of tank cars, and this increases the workload severalfold and creates additional difficulties.

Under the existing situation the railroad's traffic service, which is under I. Vasilenko, should play first violin in organizing traffic and in planning it. This section is so important that the chief of the service is simultaneously deputy chief of the railroad. The imparting of additional rights is not accidental: the cooperation in action of all the services is necessary for the road to operate like clockwork. Therefore, the chief of the traffic service, in whom the role of chief regulator is also vested, should rank higher than the others and have greater authority. This is why all questions raised by the railroaders have to be placed also before I. Vasilenko.

"Why is it there is no planning?" he said in surprise. "We retrace plans to all the divisions."

"They are brief, it is absolutely impossible to argue on sets with them."

"We give what we get from the computer. If the data is incomplete, let the computer center answer for it."

"Its chief, Kasimov, claims that many railroad yards do not transmit data at all, do not operate teletypes."

"Why? The chief of the railroad has already given an order. The one who is affected should do something."

"Not indeed, you above all should be interested. You need complete and authentic data for your operation."

"I have my own concerns, and more than enough to spare...."

As if in confirmation of his words, senior shift assistant of the current control section B. Ismaylov reported: the automatic blocking had gone dead on three stretches between Divichi and Khachmas, and the acceptance of trains had been stopped. People had been sent along the track to find out what had happened.

As they say, misfortune follows misfortune. Since morning there has been no electricity, and electric locomotives have not left the barn. The next minute it is reported that the passing semaphores on a stretch of track in the Sangachal region have been indicating a false situation--occupation of the track. Trains proceed at a very slow pace, cautiously, ready to stop at any instant. The chief of the signalization and communications service, V. Karayev, was called. He claimed that the guilty ones are not the communicators but the trackworkers who did poor quality attaching work on the tracks. So after each rain the insulation deteriorates, it catches fire and the semaphores burn red continuously.

"That means that you work like that?"

"We work like that. You see, so many breakdowns are observed in half an hour. And all the lumps fall on the traffic workers."

Vasilenko opens up the book on defects of train operation. In the first 3 months alone there were 1,939 cases of the uncoupling of electric locomotives from trains that totaled 8,681 hours, through the fault of the locomotive service. Cases of locomotive damage on the travel line and late release of locomotives from the barn have become a regular thing. These lead to disorder in freight and passenger train traffic and a worsening of basic indicators--productivity, average daily run, railroad-section speed, and car turnaround. Overtime increases, and less time off is granted to locomotive brigades.

"How can the elimination, or at least a lessening of this stream of violations be assured?"

"We will put the reports together and send them to the services, let them take measures."

"They, certainly, also will not be silent, they will write in reply!"

"They will write. They know how."

It is pertinent here to cite the letter of M. Babayev, chief of the locomotive service activity, which described last year's results and was sent to I. Vasilenko. "Dear Ivan Prokof'yevich," Babayev addresses his colleague. "With a view to carrying out the tasks that the MPs have set for the railroad, especially for stable and technically efficient maintenance of the locomotive fleet, you must do explanatory work among the controller staff, so they will not treat the locomotive fleet as 'someone else's property',...."

In brief, obvious truths and moralistic maxims are all set forth in that same high-flown, ceremonial style....

But the essence, if it can be said in a couple of words, is that, through the controllers' fault, locomotives are not sent to planned repair on time, are not serviced with sand, and so on.

Controllers, without considering locomotive operating rules, make up traffic schedules in such a way that locomotives are not uncoupled from trains at the prescribed time and are not sent to the locomotive barn, and, in the final analysis, they break down out on the road. The stopping of any train quickly paralyzes all traffic, because the train is bound to the tracks, unlike a bus, which, if one road has been shut off, can take another. On 5 May an electric locomotive broke down at the Yashma Railroad Yard. Replacing it required about 2 hours. Behind this train another 16 trains piled up. About 10,000 car-hours were lost, and car turnaround was slowed by 2.18 hours.

"How am I to know that a given locomotive must be uncoupled at Khyrdalan and sent to the barn?" asked Vasilenko indignantly. "Why doesn't the supervisor of the barn concern himself with this, the service itself? They should make up the schedules for arranging for repair and inspection!"

"The traffic workers blame us," said chief of the locomotive-repair section S. Nasibov, taking offense. "They do not have enough traction controllers, and no one monitors observance of the schedules."

...This is how a matter of current concern drowns in disputes and correspondence. Well, it is simply incomprehensible: so many inspectors, engineers and chiefs of various ranks on the railroad consider it their first duty to describe, notify and inform. After preparing some kind of letter with a threatening warning, some of them send it for the signature of the chief of the railroad, P. Kengerli. And the letters go on, they travel from room to room, and from service to service....But indeed, among the active letter composers are no few people vested with authority, who are

supposed to be involved daily and practically in the campaign against deficiencies....And you involuntarily think: is there much benefit in mutual charges if practically no one manages to carry out the elementary requirements of locomotive operation? What use is the correspondence if there are not enough servicing points on the railroad and especially at Imishli and Akstafa? What does the railroad win from the skirmishes of communicators and trackworkers if they do not eliminate damage to a semaphore right after it is observed?

As is known, party organizations systematically extend help to the railroad. Enterprises and organizations have begun, in general, to unload and load cars more smoothly and to take a more solicitous attitude toward them. Thanks to this, the railroaders recently improved the situation somewhat, having fulfilled the plan for the first 4 months of the year for dispatching freight. But, for the time being, the railroad's indicators are worse than last year. Thus the plan for car turnaround was fulfilled by only 73.5 percent, the plan for railroad-section speed by 70 percent. In the first quarter profit decreased by 2 million rubles.

Is the railroad operating with a great strain on personnel? Suffice it to say that each month 30 locomotives and 120 crews more than required are being maintained monthly. Yet at the same time tens and hundreds of trains are standing with locomotives coupled at entry semaphores and at railroad yards and classification centers. The engineers do not leave their cabs for hours; they get tired, work overtime, and do not have normal rest, and do not get days off.

The railroaders frequently refer to the lack of throughput capability of the line, especially on the Nakhichevan Division, where there is single-track traffic. However, let us take a look at their work without preconceived ideas. There are, of course, difficulties. The inadequate operating equipment on the railroad is felt appreciably. It is apparent that the new management has fallen heir to outdated equipment. But many of the difficulties are compounded by a lack of organization of the railroaders themselves and by a lack of precision in their actions.

Haulage is a continuous process. Let us simplify the scheme and take a look at train traffic in general, starting from Baladzhary. The trains are made up and readied but they do not move out: Kazi-Magomed and Ali-Bayramly will not accept them because the lines are busy. They are busy because trains have been stopped. They have been stopped because an electric locomotive has broken down and another one is needed. For the time being, the traffic on this section is restored, and the pile-up of trains proceeds to the approach to Baladzhary, which is itself "sewn up" because of failure of trains to leave. The circle is closed. Lines form at the railroad yard. There is some kind of a horrible consistency here....

Let us suppose that the blockages have been eliminated, with great effort. They arise again on the Nakhichevan Division, on its single-track stretches. They are not equipped with automatic blocking, and they do not provide for passage of streams of trains. Again there is a pile-up. It can

he objected here that there are no funds for rebuilding and reequipping. There are funds, only they must be used skillfully, taking bottlenecks into account, and be directed toward those sections from which maximum return can be obtained. Last year 27 million rubles of capital investment remained unassimilated.

On the railroad, the supervisors of any rank are respectfully called by the name "commander," which is covered with romanticism and glory and is very dear to the Soviet people, as is the case in the Soviet Army, aviation and cosmonautics. This emphasizes the responsibility that is vested in the supervisors of railroad transport. There also should be high states of organization and precision, and of discipline and thoroughness. And railroad supervisors are obligated to achieve firm order on each section, that revolutionary order to which V. I. Lenin attributed special importance. "Unquestioning subordination to a single will for the success of work processes," he wrote, "is doubly and triply necessary" for the railroads.

[5 Jun 80, p 2]

[Text] 3. Overcome the Lack of Coordination

Not long ago the deputy chief of the Moscow Railroad visited Baku. He addressed the supervisors with a talk about the experience approved by the CPSU Central Committee. Let us speak frankly: his report led to a despondency of our railroaders, who understood how much they had not done to master a progressive undertaking.

The introduction of heavy and long trains into use by the Muscovites was possible thanks to the creation on the railroad of a new technology for organizing operational work and the use of locomotives. They had to lengthen the trains at the starting railroad yards, where the trains were made up, not at the terminating railroad yards.

The establishment of a lower speed limit at which heavy trains should move--not less than 40 km/hr--is of deep significance. Experience has indicated that trains with heavy loads are especially sensitive to speed restrictions.

The unforeseen stopping of such a train is almost a catastrophe, because in the attempt to get it in motion a failure of automatic coupling may occur. A second locomotive must be sent for a train that has gotten into trouble, which will lead to a reduction of train traffic on the road. And indeed the railroaders know that when they run a heavy train, not just stopping but even each braking and the subsequent acceleration are associated with exceptionally large loadings, and, thus, also with great consumption of electricity. Jerky running tells heavily also on the "health" of the cars and the track. Train movements on our railroad, in which frequent stops are made, does not help at all in introducing the Muscovites' method.

There are also other fine points, primarily in the area of organizing traffic and traction. The traffic schedules should call for fixed tracks for trains of increased weight and length, taking into account an absence of stops at intermediate railroad yards. A special instruction must be prepared about forming and running heavy trains, and equipment servicing centers must be reinforced....And there are many other things that make up the core of the Muscovites' method of running giant trains.

"We cannot make up such trains," especially emphasized Baladzhar'y Railroad chief V. Nadirli. "It is necessary to rebuild the track on which even now we can hardly find room for trains, the number of cars of which are half those of the Muscovites' trains."

"It is impossible for us to run 6,000-ton trains, which the Moscow Railroad has adopted," chief of the locomotive repair section S. Nasibov was convinced. "Our electric locomotives are less powerful and are more worn."

These facts are well-known and indisputable. But they come into contradiction with the order that the railroad be dedicated to introducing the Moscow experience. Moreover, since these factors have not been eliminated, they cause the order to be of little value and gradually lead to an emasculation of its content.

It would seem that if the operating condition of locomotives is low (numerous uncouplings, which have been mentioned in preceding articles, testify to this), and the degree of deterioration is high, then locomotive repair should be strengthened and improved. In fact, the reverse is occurring. One of the main restorative operations is the periodic overhaul of locomotives. But the amount of this work is being reduced from year to year. Thus, 90 locomotives were overhauled in 1977, 75 in 1978 and only 60 last year. During the first 4 months of this year there were 33 cases of poor-quality repair of locomotives. Substantially fewer locomotives were sent for fix-up repair than were required.

How does the Azerbaijan Railroad react to such facts?

"We do not intentionally ruin locomotives," deputy chief of the railroad A. Guliyev asserted. On 16 May an order was given to limit the weight of trains traveling on the Nakhichevan Division to 3,000 tons, and on the Kirovabad Division to 3,300 tons."

According to the orders, trains should weigh 3,500 to 3,800 tons, depending upon the route. It is asked, when the order was prepared, traffic measures worked out and the weight norms for heavy trains defined, was no thought given to the operating condition of the locomotives? Or were the norms adopted with a ceiling, or were the orders written with no thought that they would be carried out later? And another thing. Major resources have been expended to electrify the railroad section to Imishli. The more powerful electric locomotives go this way. Now it is necessary to obtain a yield from the resources invested. But our railroaders have gone the other way—they are reducing train weight.

It is difficult to imagine that there is logic here. It would seem that there are no errors in the established norms, and the appendices to the order were carefully thought out collectively and were signed by chiefs of services I. Vasilenko, M. Babayev, A. Dzharrakhov, T. Gasanov, I. Shakhmardanov and L. Talybov, chiefs of sections A. Parkhiyan and G. Soloveynik, and Deputy Chief of the Electrification and Power-Engineering Activity Sh. Kurbanov. The new decisions adopted by the railroad's management are nothing but surrender of a position, a retreat before the difficulties that arise.

Let us refine our thought. We refer here not to the fact that it is necessary to blindly copy the Muscovites to achieve those same indicators but that we should assimilate their idea more fully and adapt it to the Azerbaijan Railroad environment. Since the progressive idea found embodiment in an order of chief of the railroad P. Kengerli, then all measures must be taken to implement it. We have no foundations for doubting the order. That means, and this confirms the analysis, that the whole trouble is that the order was not supported by subsequent activity, both along the line of raising the technical level of the means of transport, the railroad yards, the track activity and other sections, and along the line of organizing traffic.

Is it possible to drive heavy trains, as the Moscow Railroad does, even if they are made up and locomotives are found for pulling them, when for days there is an average of up to 90 warnings about traffic speed restrictions, two-thirds of which are not called for by the schedule at all, on the railroad's sections. Last year there were 1,549 cases of delay of trains through the trackworkers' fault. The situation is appreciably worse this year.

The locomotives and cars, as well as the track on which movement is made, are the basic means for hauling freight. Therefore, improvement of their operating condition is the first prerequisite to the introduction of the advanced experience. If we take into account the increase in loading when running heavy trains, and, because of this, an intensification of wear of components and parts, all types of technical servicing and current repair should be raised to the highest level, and the requirements for durability and reliability of traction motors, generators, compressors, wheel pairs, and so on should be tightened up. Probably this will be more fruitful than rejection of the originally adopted course in favor of raising effectiveness.

One widely propagated but incorrect opinion must be dwelt on. At the Baidzhar Locomotive Barn, the chairman of the local trade-union committee, K. Kyanbekov, expressed it.

"What is being discussed here so much?" he asks in surprise. "Indeed, is the running of heavy trains a new business? We ran them previously and we are running them now."

The deputy secretary of the party organization, V. Terokhov, maintained this same opinion.

This may be the error that has prevented the party organization of a large railroad terminal, where communists number 1,500, from promoting deep explanatory and organizational work in accordance with the CPSU Central Committee decree.

Here is what is curious. The dorprofsozh [the railroad's committee of the Trade Union of Railroad Workers], the rayprofsozh [the rayon committee of the Trade Union of Railroad Workers], and the trade-union committee of the Baladzhary Locomotive Barn pointed out to us the decision to approve the initiative of engineer T. Kasumov, who is assuming the obligation to run two heavy trains each month on electricity that has been saved. His initiative was approved by the Baku city's party committee. This initiative was highly noteworthy. The creative search of an advanced worker showed how it is possible to further develop and deepen the Muscovites' experience, to link it up with one of the important nationwide tasks set by the November 1979 Plenum of the CPSU Central Committee for saving fuel and energy. Thirty-five engineers have taken up the initiative of their comrade and are toiling successfully.

When the conversation arose about the role of the terminal's party committee in introducing the Moscow method, its secretary V. Mamedov pointed to the decision dedicated to the initiative of T. Kasumov. What else?

"There's nothing more. Is it bad that we commented on our new thing at the proper time?"

"It is not bad, of course, but, it would seem, it is extremely inadequate. Two years have now elapsed since publication of the CPSU Central Committee decree about the Muscovites' method. It is, in essence, complicated and it is required that efforts be united here...."

The impatient secretary did not hear out the answer to the question that he had put:

"I, for example, did not observe anything in their undertaking that was not already known to us."

In the secretary's reasoning, like that of the supervisor of the locomotive barn, one common position was perceived, which is characterized by the words: we weren't born yesterday. He said we are no worse and no more foolish than others, that we know what has to be done and how to act.

Here, obviously, there is a clear lack of understanding of the Muscovites' undertaking, a delusion about its relative value. Their method is based upon three runners: on technical progress, which embraces all hauling resources, precise organization of traffic, and ideological support. It pursues a concrete aim--to raise 1½-fold to 2-fold the carrying capacity and throughput capacity of the railroad, based upon increased train weight and length, thanks to which a saving of locomotives and of locomotive crews is obtained. Consequently, a completely new content is vested in the long-known term, "the running of heavy trains."

Just what do our railroaders understand that to mean? A train whose weight exceeds the norm established for the road even by 100 tons is considered a heavy train. This is why the number of our heavy trains reaches several thousand.

If you look at these figures in isolation from the overall state of affairs--there are no bases for worry. However, there are, along with them, other indicators. Last year the railroad dispatched 4,829 below-weight trains and 9,222 trains of less than full length. Their composition left out 42,000 cars, as a result of which more than 650,000 tons of the economy's freight was not dispatched. And this despite the fact that several tens of locomotives and more than 100 engineers' crews were used above the plan. How can one speak of effectiveness of the railroaders' work here?

The practical importance of the Muscovites' undertaking lies in the fact that they took for a base actual haulage, the final goal--the delivery of freight, and provisioning for a growing flow thereof with a smaller number of locomotives and engineers. For the sake of achieving the given aim, technical progress was made, political-education work was conducted, and forms for socialist competition were improved. In brief, the capital's railroaders are operating successfully in the direction indicated by the party and government decree about improving the economic mechanism.

The falling of a number of heavy trains into the "hippo" category, which are counted, let's say it frankly, on a facilitated basis, is an underassessment of the role of the new undertaking, and the impression is made that the actions of party and trade-union organizations to introduce it cannot be called anything else but passive.

The role of the terminal's party committee on the railroad is specific. On the one hand, the terminal is a single whole, and on the other it is a multifaceted activity. Both in the administration of the railroad and in its divisions and terminals, each service is concerned only about meeting its own indicators. Right here the party committee should prove itself the organizer of mutual actions of laboring collectives. The paths here are diverse: the creation of an actively operating council of the chief engineers of the enterprises that make up the terminal, the organization of unified operating shifts with a reinforcement within them of party interlayers, the training of commanders to conduct large-scale political work and the monitoring thereof by means of the organization of short meetings on current matters, when each supervisor tells about the results of the work conducted, the workers' suggestions aimed at improving production and so on. An analysis of the overall results of enterprises and a summing up of the results of socialist competition are, of course, necessary....

The CPSU Central Committee decree, "On Measures for Improving Party and Political Work in Railroad Transport," paid great attention to raising the activeness of the work of terminal party committees. It said that their most important tasks are to support the activity of the primary party organizations of the enterprises, organizations and services that

make up the railroad terminal, and to arrange for precise instructions of all the labor collectives that are associated with the hauling process.

Unfortunately, the Baladzhary terminal's party committee is overlooking a lot. Its monitoring of the activity of the administration and its work on raising the responsibility of the supervisors for providing for the precise operation of each element still are clearly inadequate. Last year not one supervisor was heard at the party committee meetings about progress in introducing the Moscow method and about carrying out the order on the railroad.

Terms of the competition for those who should engage in the preparation, running and passage of trains of increased weight and length have not been worked out. Such a form of competition as the conclusion of agreements for one trip and the undertaking of commitments for introducing overdue trains into the schedule have been completely forgotten.

The majority of supervisors somehow consider that only the locomotive crews are obligated to participate in the movement of heavy trains. But such a complicated matter as running heavy trains is unthinkable without the duty officers of the railroads, the locomotive and car fleets and the hump yards, those who make up trains and their assistants, the operators of the technical offices, car receivers and inspectors, the mechanics who repair rolling stock, the lubrication personnel, the PTO [technical servicing center] operators, duty personnel for the divisions, controllers, and so on.

Economic supervisors and party and trade-union organizations commit an inexcusable error when they listen but little to the opinion of advanced workers and rarely confer with them. How can one not recall the words that Comrade L. I. Brezhnev spoke at the November 1979 CPSU Central Committee Plenum: "Thousands and thousands of laboring collectives and millions and millions of intelligence Soviet citizens think about the country and its economy, and worry about them. The socialist economic mechanism is called upon to provide a worthy outlet for a pulsating fountain of energy and initiative. To improve the style and method of operation in the spirit of the party's basic instructions is a duty for all party and economic supervisors."

Let us take, for example, the instruction about reducing the standardized weight of trains in spite of the initially issued instruction. Many engineers and supervisors do not understand it, and they consider that it leads to a curtailment of heavy-train traffic. The locomotive workers of the Baladzhary barn, like the collectives of other subunits, are seeking ways to improve freight hauling. In Divichi they are proposing to make four trains out of five of them and to run them without stopping in Baladzhary. According to existing estimates, this will require a diesel switch engine and two car-forming crews. Then it will be possible to organize eight heavy trains in a day and to save several locomotives and crews.

Kazi-Magomed engineers and yardworkers also have suggestions. They are hoping to create the prerequisites for receiving and passing trains of increased weight to Kirovabad.

The switch-engine controllers, carworkers and production supervisors of the Baladzhary Railroad Yard also have thoughts....Every conscientious person thinks about the affairs of his collective and about production, and, consequently, also about the affairs of the whole railroad. Gathering all the suggestions, combining them and taking the most rational of them and using them wisely means to set in motion new reserves for raising the effectiveness and quality of work. It would seem that all this could have been done prior to issuance of the order about introducing the Moscow experience, and then the solution of the supervisors would have brought more perceptible benefit to the overall affair. But it is not too late to do this even now. Production is a living matter, and it goes better when it is being constantly supported and enriched by new thoughts and suggestions.

Of course the running of trains of up to 10,000 tons still cannot be done on a large scale on the republic's railroad in its present condition. But this does not at all mean that our transport workers do not have reserves for this. Reserves exist for increasing train weight from the established minimum to the critical. And there is an operating potential for this. The work measures of the engineers of the Kirovabad and Baladzhary barns indicate this. But in order that they may become the rule rather than the exception, it is necessary, in relying upon the Muscovites' experience, to promote organizational work in width and depth and to overcome the lack of coordination among the railroad's services and among the socialist commitments and the terms for carrying them out.

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CSO: 1829

RAILROAD

CENTERS FOR SERVICING CARS ON YUZINO-URAL'SK RAILROAD

Moscow GUDOK in Russian 18 Jul 80 p 1

[Letter by representatives of South Ural's Railroad carworkers and responding interview with A. Mel'nikov, chief of Car-services Activities of the South Ural's Railroad: "The 1980 Harvest Needs Empties in Good Working Order"]

[Text] The increased commitments of South Ural's Railroad car-servicing collectives.

"The feverish harvest season is approaching. The large-scale transporting of grain requires, as always, the full output of the railroaders' efforts and energy. For we should haul rapidly and without loss the grain obtained by the difficult work of the farmers. The collectives of our railroad car servicing centers, in getting ready to greet the 26th CPSU Congress, have adopted increased commitments:

"To increase the release of boxcars suitable for grain by 10 percent over last year; and to see to it that each car having increased body volume and self-sealing doors can be used to transport grain;

"To prepare and hold in reserve, by August 15, prior to the agricultural hauling, 1,000 boxcars that have been checked and accepted by grain-receiving center inspectorates;

"To organize at all mainline car barns, regardless of their specialties, production sections for the repair of boxcars that require a large amount of restorative work; and

"To raise the quality of railroad-car repair in order to eliminate completely the return of cars by grain-receiving centers for work to be done over again.

"The commitments were discussed and were adopted at a general meeting of collectives of the servicing centers.

"In the name of South Ural Railroad carworkers: Ye. Kuznetsov--foreman of the Argayash PPV [Railroad-Car Servicing Center] of the railroad's Chelyabinsk Division and Honorary Railroad Worker; Yu. Melodtsov--senior inspector of the Petropavlovsk PPV; I. Subbotin--leader of a carpenters' brigade of the Orenburg PPV; Z. Zhil'tseva, carwasher of the Saraktash PPV of the Orenburg Division; V. Shenko--electrical welder of the Shil'da PPV of the Orenburg Division; V. Arsenkov, senior inspector of the Magnitogorsk PPV; D. Karpuk, carpenter of the Shumikha PPV of the Kurgan Division; M. Khayrullina--carwasher of the Shumikha PPV; N. Kruglikov--chief of the Orenburg Carcarn; and B. Yersh--chief of the Troitsk Carcarn."

Our correspondent talked by telephone with the chief of the Car-Servicing Activity of the South Ural Railroad A. Mel'nikov and asked him to comment on the commitments and to tell in a bit more detail about how preparations for the harvest season are proceeding on the mainline. Here is what he had to say.

A conference of carworkers of the South Ural, Kuybyshev and Volga railroads was held in Chelyabinsk at the end of June. Workers' meetings were held on the eve of it at all car-servicing centers (PPV's). They discussed thoroughly the tasks that we are to solve during the large-scale hauling of the 1980 harvest season. All the collectives discussed and adopted increased socialist commitments, and the outlines thereof were made the basis for the general commitments that we presented at the conference, which called upon our colleagues to give the 1980 harvest the green light and to do at each workplace all that is necessary to haul the grain freight in the contemplated periods and without loss. These increased commitments were approved by the railroad's management and by the dorprofsozh [the railroad's committee of the Trade Union of Railroad Transport Workers].

The time remaining before large-scale work in the fields is constantly decreasing, and we well know what a high responsibility has been vested in us, the railroaders. Therefore we are applying all our efforts to meeting the harvest season fully prepared.

Back in March and April workers of the Car-Servicing Activity office and specialists of the railroad's laboratory made checks of all PPV's. As a result of these checks, the railroad chief issued a special order that called for specific measures to strengthen the supply of technical equipment and to improve organization of the centers' work, with a view to increasing the output of boxcars suitable for grain.

We had previously begun preventive maintenance of the available industrial equipment, we built and lengthened the existing platforms at the Shumikha, Irtysk, Petropavlovsk, Kartaly and Troitsk railroad yards and enlarged the system for steam and water supply for the Shil'da, Orenburg and Vel'shanka railroad yards. Despite the difficulties in supply, the necessary reserve

of materials and parts for repairing boxcars was established. The staffs of all PPV's were brought up to full strength.

We are paying special attention to improving the working and living conditions of those who ready cars for grain. Since the harvest has to be hauled in late fall, premises will be built at the Shumikha and Utyak railroad yards to warm the workers, and locker rooms will be built at the Profintern Railroad Yard. Industrial vacuum cleaners have been acquired to clean cars. Cleaning structures are being rebuilt.

The socialist competition that has been organized between collectives of shifts and the PPV's will help to cope with the commitments adopted. We realize quite well that we can achieve success only if we act in close contact with the workers of other services. And it must be said that they have not remained aloof from the common cause. Traffic workers have committed themselves to providing for the timely positioning of rolling stock at PPV's and to using it correctly. It is intended that not one boxcar suitable for hauling grain will be loaded with other freight. The track workers have given their word that they will repair the steel track to the PPV's with high quality and lengthen the track along the platforms at the Shumikha, Troitsk and Shil'da railroad yards. They will also build sidings for cleaning cars of freight residues at the Utyak and Troitsk railroad yards and for executing current repair of rolling stock at the Shumikha, Petropavlovsk and Yelshanka railroad yards. Power-engineering workers are putting power and lighting lines in order. They are adding to the lighting and power supplies for the centers that service boxcars at the Mursalimkino, Utyak, Magnitogorsk, Profintern, Yelshanka and Svyazist railroad yards. Communicators are improving the PPV's telephone systems. Personnel of the workers' supply sections are organizing round-the-clock hot food for those who will be preparing cars for grain.

In undertaking high commitments, we are aware of the large amount of work that we must do and the difficulties that must be overcome. The large-scale arrival at the PPV's of cars with damaged floors and walls, especially end walls, with missing doors, and with large residues of freight, mainly cement, limestone, mineral fertilizer, broken glass and carbon black, especially disturbs us. We have to spend no little additional effort, energy and materials to repair them. Moreover, in order to clean the PPV's tracks of freight residues and to transport them to the dump, we have to divert people endlessly from their basic responsibilities. The unsatisfactory supplying of PPV's with lumber also bothers us. Last year deliveries were short by 7,000 cubic meters of lumber covered by the railroad's funds, and deliveries were 3,000 cubic meters short during the first half of this year. But still, despite these difficulties, we are fully resolved to cope with the task that has been set. The collective of the Orenburg Car barn has come out with a good initiative--to arrange for the repair of boxcars on which a large amount of body work must be done. Such repair will be organized at all the railroad's car barns, except for the Chelyabinsk Passenger Car barn.

During the first half of the year the delivery of cars to PPV's and the sections for washing and repair grew by 17 percent over the same period of 1979. The preparation of rolling stock increased correspondingly by 20 percent, and by 25 percent for rolling stock for grain. Each day 425-430 cars were filled with grain on the railroad, which was 127 percent of the plan. But soon the pace of loading operations, when the new harvest goes into action, will rise substantially. The campaign will not find us off guard.

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CS01 1829

RAILROAD

PROBLEMS IN ARRANGING FOR LOCOMOTIVE MAINTENANCE DISCUSSED

Moscow EKONOMICHESKAYA GAZETA in Russian No 29, 1980 p. 7

[Article by Yu. Bunkin, manager of a group of the industrial transport section of NIIAchermet (Zhdanov): "Where Will Locomotives Be 'Treated'?"

[Text] Major changes have occurred in industrial transport, especially in ferrous metallurgy, during the past 10-15 years. This was a period in which it was intensively reequipped with machinery.

Eight-nine percent of all traction at USSR Ministry of Ferrous Metallurgy enterprises is of a progressive type (diesel or electric). Total power of the locomotives that are being operated at the industry's enterprises exceeds 5 million kw.

Diesel locomotives with electrical transmissions, which have proved themselves well in mainline transport, and new (designed on order of ferrous metallurgy) diesel locomotives with hydraulic transmissions have appeared at enterprises. Ore-mining combines have received traction units with more than 5,000 kw of power per unit that have no equals in world practice.

It would seem that rejuvenation of the locomotive fleet should have been accompanied by a rebuilding of the repair base. However, this did not occur. Because of a severe shortage of spare parts, up to 15 percent of the locomotives are idle each day awaiting repair.

But indeed there are specialized enterprises in the country. The "illnesses" of locomotives that serve the mainlines and of those that serve spur tracks are identical, but they are "treated" differently. MPS [Ministry of Railways] has refused to repair industrial-transport diesel locomotives. And there is no appropriate base for repairing electric locomotives and traction units.

It follows that metallurgists and coal miners must create their own bases as best they can. Until now, solution of the problem of repairing the industry's transport equipment is left up to the agency involved.

Some industrial ministries have been forced to resort to organizing plant repair of diesel and electric locomotives and other traction units under locomotive-barn conditions that were designed only for current types of repair and do not have at their disposal the necessary area and technical equipment. They have to resort to primitive methods.

It is impossible to carry out plant repair of locomotives in the barn in the full volume and in accordance with the rules and the technology, even in cooperation with other enterprises. I will add that the interindustry bases for repairing rolling stock under a master scheme that was developed back in 1973 by the Shar'kov Division of PromtransStroyekt [Institute for the Design of Industrial Transport Facilities] are not being constructed. Where an industry is erecting bases, it is being done with enormous difficulty.

It seems that it is more desirable in all respects to transfer the appropriate resources of the industrial ministries to the MPA for expansion of repair enterprises, so competent plant repair of industrial-transport locomotives will be organized at them.

In recent years Vses' Nishchermet has introduced into operation several new locomotive barns and has also rebuilt existing ones. However, they still have extremely little technical equipment. Absent are many of the necessary stands and appliances for making repairs and for post-repair testing. Such is the picture at the barns of the Chelyabinsk Electrometallurgical Combine and the Rustavi Metallurgical Plant.

The fact is that the overwhelming majority of the equipment assembled there is nonstandard and is not being manufactured by industry. And each series of locomotives requires its own special tooling. Of course, some types of it can also be universal. However, there are in the country no design organizations that would prepare the blueprints in centralized fashion.

No one is engaged in developing the technological processes of repairing industrial-transport locomotives. We are still talking about existing locomotives. But new series of locomotives are being readied for assimilation and they will be built in the future. Some thought and concern about organizing the repair thereof should be given today to this matter.

The enormous locomotive fleet of the country's industrial enterprises is a major consumer of fuels and lubricants. Research by Nishchermet, NIIHT [Institution-on-iron Institute for Railroad-Transport Engineers], PromtransStroyekt and other institutes shows that at many ferrous metallurgy plants diesel locomotives operate under load only 20-40 percent of the time per day. Parking with the engine running occupies 30-60 percent of the time, and in some sections it is as high as 70 percent. Diesel locomotives with their engines idling sometimes stand still for 12 hours or more. At the Metallurgical Plant imeni Il'ich, the Azovstal' metallurgical plant at Zhdanov, metallurgical plants at Donetsk and Chelyabinsk and metallurgical plants at a number of other places, diesel locomotives operate mainly

in a regime of two to six diesel starts per day. The greatest consumption of fuel and oil occurs here.

At many ferrous metallurgy plants, when diesel locomotives are parked with the engine running, they consume up to 50 percent as much fuel (depending upon the series) as they do when they operate under a load. Thus, if this idle time could be reduced even by half, nonproductive fuel consumption would be reduced to a scale at which USSR Minchermet alone could save up to 50,000 tons of fuel per year.

There are many methods for diesel locomotives to save diesel fuel. The simplest of them, which does not require any expenditures, is the introduction of rational operation of regimes for diesel locomotive operation at the various sections. It is a great misfortune that no one is earnestly occupied with these questions.

Industrial transport needs a single coordinator. Whether it be MPS or some other agency is not so important. The main thing is that there be coordination.

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BULGARIA'S MERCHANT FLEET

Moscow MORSKOY FLOT in Russian No 2, Feb 80 pp 46-47

[Article by S. Stefanov, candidate in technical sciences, first deputy general director of the "Vodnyy transport" Economic Association: "Bulgaria's Merchant Fleet"]

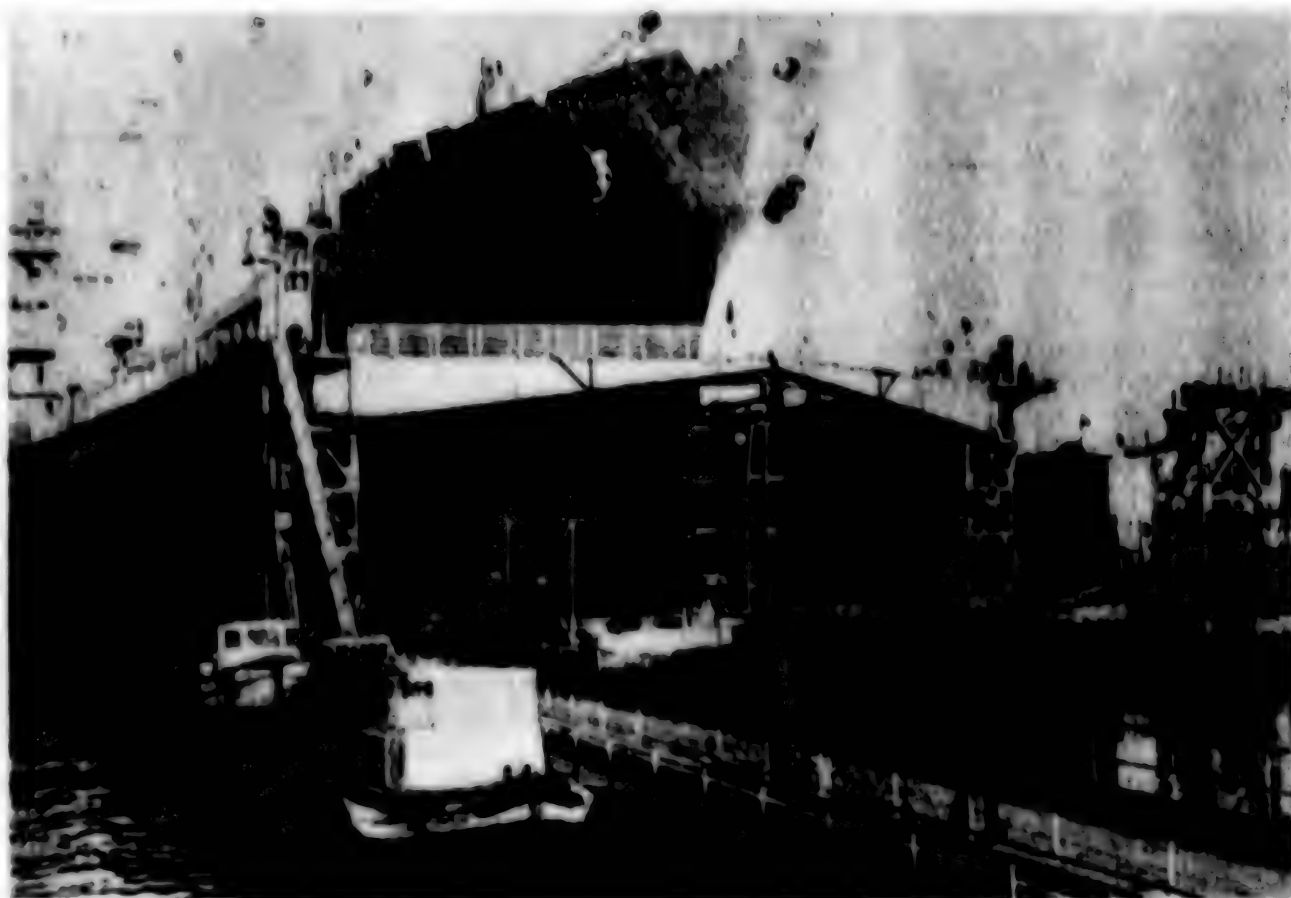
[Text] The foundation of maritime shipbuilding in Bulgaria was laid in 1892, when the National Assembly adopted a law providing for the creation of the company known as the "Bulgarian Merchant Steamship Company," with its offices in Varna. The first Bulgarian merchant ship, which bore the name "Bulgaria," was triumphantly launched from the building slips of the Varna shipyard.

When the Socialist Revolution was victorious--on 9 September 1944--there was actually no Bulgarian merchant fleet in existence. The people's regime had to begin everything anew.

Prior to 1960 the merchant fleet of the NRB (Bulgarian People's Republic) consisted of dry-cargo ships; moreover, most of them were designed to haul cargoes over lines connecting Bulgaria with the USSR, the Mediterranean countries, and Western Europe.

During the 1960's, with the aid of the Soviet Union and other fraternal countries, the Bulgarian economy began to be developed intensively, and this necessitated an increase in the volumes of hauling coal, ores, chemical fertilizers, petroleum products, and other cargoes. By virtue of this, Bulgaria's merchant fleet began to add its first coal-carriers, ore-carriers, and tankers. The following were put into operation: coal carriers with a freight capacity of 9,500 tons of the Sredna-Gora type, 13,400-ton ore carriers of the Ludogorets type, while in 1969 the first Bulgarian large tanker, the Tundzha, with a cargo capacity of 45,000 tons, was launched. During this period, in comparison with the growth of tonnage of the ships designed for hauling general cargoes, there was a relatively high rate of increase in the tonnage of ships especially designed to deliver dry and liquid cargoes.

Shipyard Iseni Georgiy Dimitrov in Varna



By the end of 1970, which was the concluding year of Bulgaria's Fifth Five-Year Plan, the "Bulgarian Merchant Fleet" Steamship Company already had 87 ships with a total cargo capacity of more than 650,000 tons.

During the Sixth Five-Year Plan (1971--1975) the rapid development of the merchant fleet continued, and new ships were added to meet the demands of up-to-date navigation. At this time the efforts of the "Vodnyy transport" Economic Association group were directed at developing the fleet further in accordance with the volume and structure of the country's exports and imports and at improving its administration and operation.

During these years the degree of the Bulgarian fleet's specialization increased, the average cargo capacity and average speed of the ships' grew, and their average age decreased.

Three new 23,500-ton ore carriers of the Vikhren type were put into operation. The Soviet Union began to build for Bulgaria a series of ships of the Kapitan Petko-voivoda type, designed for hauling cargoes to the countries of the Far East. The first of these was launched from the building slips at the end of 1974. Bulgaria's tanker fleet continued being enlarged by heavy-tonnage, liquid-cargo-carrying ships. The 75,000-ton tankers Struma, Mesta, and Onya were purchased. A maritime line was opened up between Varna and Il'ichevsk, to be serviced by up-to-date container carriers.

By the end of 1975 the total cargo capacity of the dry-cargo ships had reached 750,000 tons, while that of the liquid-cargo ships had exceeded 400,000 tons.

During the elapsed period there has been a steady increase in the average cargo capacity of ships and a well-marked trend towards a decrease in their average age, while at the same time increasing their operational efficiency.

In the Seventh Five-Year Plan (1976--1980) the principal goal of developing the country's merchant fleet has been the maximum satisfaction of the national economy's requirements for maritime, foreign-trade hauls, as well as assuring the necessary tonnage for transporting import and export cargoes.

In 1976 two new ships were commissioned for hauling general cargoes: the Zakhari Stoyanov with a deadweight of 8,750 tons and the Nikola Yonkov Vaptsarov with 5,825 tons. The latter is also employed as a training center. In the second half of 1977 the 25,000-ton ore carriers Rila and Vitosha and two new, modern tankers were put into operation, while 1978 saw the emergence of 10 ships with a total cargo capacity of 285,000 tons.

Prior to the end of the Seventh Five-Year Plan the Bulgarian merchant fleet will acquire several more modern ships for hauling general cargoes, as well as ore carriers, container carriers, and other specialized ships. At the end of 1978 the Varna--Il'ichevsk Bulgarian-Soviet maritime ferry crossing was inaugurated; operating here are the largest sea-going ferries in the world. When this line was put into operation, there appeared the possibility of shipping loaded railroad trains in both directions by the shortest route--across the Black Sea, which is many times cheaper than hauling cargoes by other routes.

Four ships make the runs on the Bulgarian-Soviet ferry line: two Bulgarian--the Gerol Odessy and Gerol Sevastopolya--and two Soviet--the Gerol Shipki and the Gerol Plevny. Each of them can take on board 108 60-ton railroad cars at the same time.

During the period of the Eighth Five-Year Plan (1981--1985) and up to 1990 the development of Bulgaria's merchant fleet has been envisioned in accordance with the up-to-date trends of scientific and technical progress in maritime navigation, and specifically as follows:

the use of large-tonnage vessels for transport, with containerization, consolidated cargoes on wheeled flatcars;

the commissioning of lighter carriers for hauling loaded, floating containers--lighters;

employing sea-going pusher-tug trains.

After the acquisition by Bulgaria from the Soviet Union of special ships coal, steel ingots, and ores will be delivered by sea-going trains, made up of non-self-moving barges, pushed by tugboats with capacities of as much as 7,200 horsepower. It is envisioned that such trains will carry out the transport of general cargoes along the Varna--Il'ichevsk--Odessa line.

Before 1990 it is proposed to add to the Bulgarian fleet ships which will haul consolidated cargoes as well as cargoes on mobile flatcars and wheeled equipment. It should be noted that the effective operation of our ships, designed for transporting cargoes by the new technology, has been attained thanks to the integration of Bulgaria's maritime transport with that of the USSR.

The regular maritime lines which are under the jurisdiction of the "Bulgarian Merchant Fleet" Steamship Company plan to add ships for hauling general cargoes; these will have more extensive possibilities. We also expect to acquire ships with a deadweight of as much as 50,000 tons in order to deliver dry cargoes.

The Bulgarian merchant fleet is carrying out the country's foreign-trade hauls, exporting transport services, taking part in the international freight market, and actively facilitating the conduct of a correct maritime policy. Ships under the Bulgarian flag are plying the Pacific Ocean, confirming this republic's prestige as a well-developed industrial and maritime power. They are maintaining regular lines connecting Bulgaria with the Soviet Union, Cuba, the countries of the Mediterranean Sea, the Near East, Western Europe, and the Far East. Tramp ships are hauling export and import cargoes arriving from the ports of Western Europe, North and South America, from Japan and Australia, and are being shipped along these lines.

Bulgaria's maritime passenger ships make tourist cruises to all ports of the Black and Mediterranean Seas. Regular passenger lines may be utilized for business trips to the ports of the Bulgarian Black Sea coast.

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OCEAN AND RIVER

DEVELOPMENT OF RIVER TRANSPORT REVIEWED

Moscow PLANOVoye KHOZYAYSTVO in Russian No 7, Jul 80 pp 94-98

[Article by N. Kozhevnikov, senior scientific associate and Ye. Makhlin, sector chief in the IKTP [Institute of Complex Transportation Problems] under Gosplan USSR: "Urgent Tasks in the Development of River Transport"]

[Text] The uninterrupted development of national production in our country has generated new and greater needs for improvement of the transport work .

At the November (1979) plenum of the CPSU Central Committee L. I. Brezhnev made special mention of the deficiencies in transport, particularly railroad transport, which is of increasing importance in light of the accelerated advance of industry in Siberia and the Far East and the intensification of specialization and cooperation in the national economy.

In addition to railroad transport, which accounts for approximately two-thirds of all of the country's freight turnover handled by general-use transport, an important place is assigned to river transport.

Our country possesses a powerful network of internal navigable transport means, which extend for 143,000 kilometers. In the last five years these means have undergone a fundamental restructuring on the basis of complex hydrotechnical construction or through route work. The result has been the establishment of deep-water routes of considerable length extending in a number of basic directions. The Volga, Kama and Dnieper rivers have been transformed into powerful main highways with guaranteed depths of 3.5-4 meters. The same depths are available on the following very important river transport routes: Cherepovets-Leningrad, Belomorsk-Leningrad, Volgograd-Rostov, and Moscow-Cherepovets. There has been considerable improvement in the navigation conditions on the largest rivers of the Asiatic part of the country--the Irtysh, Ob, Yenisey, Lena and Amur.

Recently put into operation for navigation are new river routes which provide transport approaches to the newly developed industrial regions. Thus, because of the development of oil and gas lines, in the last 15 years new

river routes with a length of 3,600 kilometers have been put into operation in the Ob-Irtysh basin, chiefly in the northern part of Tyumenskaya Oblast and in the middle Ob region. In the regions where operation is in effect--in eastern Siberia and the Far East--the length of the routes in use has increased by 10,000 kilometers during this period.

Large interbasin associations have been set up--the Belomorsk-Baltic, the Volga-Don and the Volga-Baltic; these possess high technical parameters which permit the use of the most economical large-tonnage ships and navigational facilities. They provided the basis for the establishment of a unified system of basic deep-water routes in the European part of the country. Favorable preconditions were thus prepared for switching over to river transport for the large interregional movements of coal, timber, ore, grain, and construction, petroleum, chemical and other freight.

Extensive potentialities were also opened up for cargo shipments between the river and maritime ports in interior and international service with vessels of mixed maritime and river navigation without reloading at the estuary ports.

We have resolved complex problems relating to the building of new, more effective vessels and improving the fleet, construction of highly mechanized ports, and stepping up the level of technical equipment for river transport. The last five years have seen the implementation of a program for a substantial renovation and replenishment of the transport fleet with the most modern and economical pushers and tugs for vessels of varying carrying capacity, cargo motor ships and tankers, passenger ships with varying extent of conveniences and capacity, and vessels of the technical and auxiliary fleet.

In the 10th Five-Year Plan we are continuing comprehensive development of the river transport, particularly delivery of transport cargo vessels, primarily nonselfpropelled, for purposes of introducing a more effective technology for shipment of cargoes in pushed vessels; also, delivery of other types of water transport means. Work is in progress for development of port facilities through the establishment of new, large transshipment complexes, chiefly in the river basins of Siberia and the Far East; also, by equipping the ports with gantry and floating cranes with a hoisting capacity up to 16-32 tons, specialized machines with high productivity, loaders, etc.

We are carrying out work for expansion of the port capacities in Osetrov, Lesosibirsk, Khabarovsk, Komsomol'sk, Sergina, Labytnangi and Astrakhan' and for stepping up the capacities of the ship repair enterprises. The interior waterways are being developed and improved. We have begun to fill the water reservoir of the Nizhnekamsk GES, which provides a guaranteed depth of 4 meters in the busiest cargo shipment sector of the Kama from Solikamsk to the river mouth. With the construction of the Konstantinovsk hydraulic power system the depths on the Volga-Don route of the Ust-Donetskiy

port will be increased to 4 meters. This year will see the starting of operation of the second section of the Dnieper GES imeni Lenin, which will result in at least doubling of the shipments on the lower Dnieper in the next five-six years. This will be accomplished chiefly by switching from railroads to water transport for the flows of coal, ore, grain and building and other cargos, making possible a reduction of 3 million rubles a year in the cost of delivery of these products. Modernization of the Belomorsk-Baltic Canal is in progress. In 1980 work is beginning on the construction of the second section of the lock, which, when it is put into operation, will make possible a considerable increase in the volume of shipments on the Volga-Baltic waterway. Measures are being implemented to increase the depths and step up the level of reliability on the river routes in the country's eastern regions.

Carrying out the decisions of the 25th CPSU Congress, the workers of general-use river transport are intensifying the work of meeting the transport needs of the national economy, particularly on the rivers of Siberia and the Far East.

Solutions are being found for the practical problems of extending the navigation on the rivers. For this purpose the fleet is being enlarged with ships of increased durability, which make possible on the Volga, Dnieper and other rivers operation employing icebreakers and icebreaking facilities for shipment under the ice conditions of early spring and late fall after the onset of the season of icebound ports. For the first time in the history of navigation on the Dnieper experimental shipments were carried out successfully in the 1978-79 winter period for the transport of more than 100,000 tons of iron ore concentrate from Komsomol'sk to the metallurgical plant in Dneprodzerzhinsk. With the help of icebreakers, in 1979 and in 1980 navigation was opened much earlier than usual on the Moscow Canal and on the lower Volga and other rivers. The extension of navigation and the organization in a number of river sectors of year-round ship navigation constitute a sizable reserve for the further development of shipments via river transport.

Despite these achievements, the development of river transport is falling short of serving the needs of the country's economic system, its potentialities are not being fully realized, and the available reserves for increasing shipments have not been put into operation. The five-year plan assignments for freight turnover are not being fulfilled and the plans for stepping up the productivity of most types of navigational means are not being carried out. This is mainly due to the lengthy layovers of the ships for loading and unloading both in the ports and the moorings of the enterprises and at the bases of the ministries and departments; also, the many runs without load and the deficiencies in the organization of the work.

In a number of regions, particularly in western Siberia and in the Northeast, the river transport is not fully satisfying the transport needs because of the inadequate development of the loading capacities in the ports of the

steamship agencies and in the enterprises and transshipment bases of the ministries and departments and because of the slow pace in replenishment of the ships of the transport fleet. The Irtysh and West Siberian River Transport Steamship Agencies, for example, failed to accept approximately 2 million tons of various types of cargo for 1980 shipment from the enterprises and organizations of the petroleum and gas industry.

The river transport potential is not being used satisfactorily for unloading from the railroads which operate under arduous conditions. Analysis of the interregional transport and economic links showed that about 100 million tons of various cargoes proceed on railroads in parallel to river routes. The estimates of the Institute of Complex Transportation Problems under Gosplan USSR (the DTP) indicate the following instances of very ineffective use of water routes (or the operation of commodity flows): grain from the regions of the North Caucasus, the Urals, Siberia and Kazakhstan to the regions of the Center, the Northwest and the Baltic; petroleum and petroleum products from the Urals, the Volga areas, the North Caucasus and Kazakhstan to enterprises in the Center, the Volga areas and the Northwest; Kuznetsk and Karaganda coal sent to the electric power stations of the central areas of Russia, the Northwest, and the Ukraine; Dneprogorsk and Kevdor iron ore for the Cherepovets Metallurgical Plant and Kremenchuk ore for plants of the Dniester region; building materials from Karelia and Leningradskaya Oblast to enterprises and construction projects in the Center and the Volga areas; Kol'skiy apatite concentrate for enterprises in the Southwest, the Urals, the North Caucasus and the Transcaucasus; northern and Siberian timber to the regions of the Volga, the North Caucasus, the Transcaucasus and the Donets Basin. There is insufficient use of river transport for the shipment of export and import cargoes, the volume of which may be increased in the next five years.

It is also necessary to step up the river transport shipments of cement from plants located near the water routes (Vol'sk, Zhigulevsk, Ul'yanovsk, Chernorechenskiy and others), freight in containers, motor vehicles from Gor'kiy, Volzhsk and Kamsk plants, and vegetables and melon crops from the Volga and North Caucasus regions.

Resolving these problems requires the implementation of the following measures in the next few years: acceleration of the planned construction of mechanized mooring facilities and the spur railroad tracks leading to them; in the directions of busy flows of mass freight, particularly coal, timber and ores, setting up large transport complexes; along with replenishment of the fleet; stepping up the effectiveness of its use; improving the technology of transport; and raising to a higher level the organization of the transport process and, especially, the cooperation between the river and railroad transport.

There should be a strengthening of the river transport's role in establishing links between the industrial centers located on the main routes. Most of the enterprises in such cities as Moscow, Leningrad, Volgograd, Saratov,

Cheloborsky, Kuybyshev, Gorkiy, Vinnitskiy, Krasnov, Perm', Kiev, Leningradskiy, Dnepropetrovsk, Dneprodzerzhinsk and others are not making use of the potential for river transport and are not adapting themselves to the existing operational practices for the shipment of freight by railroad transport. Establishment of inland water transport links between these centers will cut down the need for railroad and motor vehicle rolling stock and eliminate the existing delays in shipments of semifinished and finished products from the enterprises to the consumers, especially in the summer period, when there are increased shipments of grain, vegetables, fruits and melons and a sharp upward surge in the volume of passenger traffic. The volume of shipments which can in the next five-seven years be switched from railroad to river transport is approximately equal to the average yearly increase of freight turnover during the last four years on the entire network of the country's railroads. It is also important to note that the possibility has arisen to relieve such important shipments of the railroads as output going from the Urals to the Northwest, to the Volga regions, the Center and the North Caucasus, from the regions of the Northwest to the Center and the Volga areas; from the Donets Basin to the southern, central and northern regions of the Ukraine, etc.

The railway and river fleet ministries of USSR and other river transport organs of the Union republics are taking measures for greater use of the water routes for the shipment of freight. These matters are also being addressed by the Interdepartmental Commission for the Rationalization of Freight Shipments, formed in 1970 under Gosplan USSR.

Thanks to the joint efforts, we succeeded in the last few years in switching some freight movement from railroad to river transport. However, there has been no basic change in the situation. The growth of mixed rail and water shipments has been slow. In the 1970-1979 period transshipment of dry freight from railroad to river transport increased only 1.3-fold (as against an increase of 1.8-fold in shipment of this freight by river transport) and this increase resulted largely from the sharp increase in the volumes of transshipment in the ports of Siberia whereas in many ports of the European part of the country in recent years these volumes were unchanged and in some cases even declined. Maintained at the same level for many years are the volumes of shipment of Pechora coal via the port of Kotlas and Kol'skiy iron ore for the Cherepovets Metallurgical Plant in Kandalaksha. There was a curtailment of the transshipment of northern timber at the port of Gorkiy and the 1979 transshipment of Siberian and Ural timber at the Kama ports was a negligible amount--126,000 tons of the 8 million tons which traveled on the railroad parallel to the water routes.

The 1936 transfer of river transport to the jurisdiction of the Union republics was accompanied by the development of a tendency to use it primarily for the shipment of local freight, chiefly construction freight. In 20 years the delivery of freight on interurban service has increased less than three-fold while shipments of building materials increased more than six-fold.

As of now, the proportion of construction freight in the total volume of shipments of dry freight is about 78 percent as compared to 64 percent in 1960 and the increase is continuing whereas the proportion of other important mass freight--coal, timber, ores, and chemical and mineral fertilizers--is steadily declining and shipments of general (unit) freight, especially on the rivers of the European part of the country, are in negligible quantities. There are several reasons for this situation: insufficient development of the capacities of the river ports, the railroad spur tracks and stations, and the mooring facilities of the industrial enterprises and the lack of specialized ships for the transport of a number of types of freight (cement, motor vehicles, containers, etc.). An important reason is also the fact that the railroads and steamship agencies often fail to make provision within the prescribed time limits for the delivery of mixed rail and water transport freight, as a result of which the shippers and recipients discontinue use of the river transport services.

The preeminent growth of shipments of building materials is to a considerable degree due to the interest manifested in them by the river transport organizations because shipments of this type do not require large expenditures of labor, material and financial resources and they produce high indicators for the use of the technical facilities and better economic indicators for the shipments.

A deterrent factor in the development of mixed rail and water transport is the fact that the railroads assume no responsibility for the transport of the freight which travels by railroad and water from the river ports. Cars for the transport of ore, coal and timber are often delivered last to the river ports. There are also instances of failure by the ministries and departments to fulfill the plan requisitions for the shipment of freight. As a result, at most of the ports they are regularly failing to make provision during the navigation period for the shipment of transshipment freight by railroad transport.

To improve the cooperation between railroad and river transport a procedure was inaugurated for the planning of mixed rail and water shipments whereby the assignments relative to the volumes of transfer of freight from the railroads to river transport and from river to rail transport are approved by the Ministry of Railways and the Ministry of the River Fleet RSFSR in coordination with Gosplan USSR. This procedure has still not produced any substantial results. It is necessary, we believe, to systematize the cooperation between the rail and river transport by improving the coordination in the work and it is necessary to step up their reciprocal responsibility for the punctual delivery of railroad cars and ships and, consequently, also for the delivery of freight as assigned within the prescribed time limits.

The time has come to restore the former procedure of incorporating in the state plan assignments for mixed rail and water transport. In addition to the introduction of an incentive system for punctual transport of freight to and from the river ports, this procedure enables us to organize extensive

switching of freight shipments to transport which includes the participation of river transport for products which are now hauled enormous distances by railroad transport. The ministry enterprises located near the rivers and the departments must manifest no less interest in using the water routes for the delivery of freight because often in the summer "peak" period, owing to the shortage of railroad cars, raw material, fuel and materials are not delivered on time for this freight and the finished product is likewise not shipped out on time.

We cannot regard as normal a situation where a number of established metallurgical, chemical, machine-building, and other enterprises near rivers, particularly the Volga, the Kama, the Dnieper and the Oka, are geared exclusively for rail transport and at times for expensive motor vehicle transport and do not avail themselves of the advantages of river transport.

It is desirable that the ministries and departments and the active enterprises located near the water routes join with the local river transport organs in establishing a procedure and a schedule for the construction of mooring facilities for the enterprises or a procedure and schedule for the use of the general-use mooring facilities for receiving and dispatching freight by river transport when this is economically expedient. In this important work an active role should be played by the commissions for coordination of the various types of transport, which commissions were formed in 1978 under the oblispolkoms.

Deserving of special attention and thorough support is the work organized in Leningrad to explore the possibilities of transferring up to 10 million tons of various kinds of freight to river transport.

Switching the buoy shipping routes from rail to river transport requires additional expenditures, primarily for construction of a fleet, improvement of the ports, and establishment of transshipment complexes. An important task for the Ministry of the River Fleet RSFSR is to accelerate fulfillment of the work of planning for the construction of high-powered transshipment complexes for transferring from rail to river transport the coal and timber shipments going from the eastern regions to the port of Kambarka in order that this port may become a large enterprise for transshipping this freight to the deep-water routes of the European part of the country. Requiring solution at the same time are the problems connected with rapid construction of specialized complexes for unloading the coal.

It is important to expedite the construction and technical preparation of the mooring facilities in the ports of the Ob'-Irtysh Basin, especially in Sergina, Labytnangi and Urengoy in order to fully satisfy the need for freight shipments in light of the inadequate carrying capacity of the Tobol'sk-Surgut rail line and the completion of construction of the Surgut-Urengoy sector. Needing to be resolved is such an important problem as the setting up of container terminals for augmentation of the shipments of general freight.

The Ministry of the Shipbuilding Industry and the Ministry of the River Fleet RSFSR and the Main Administration of the River Fleet under the Council of Ministers of UkrSSR should explore the possibilities of accelerating the construction of a fleet and, particularly, vessels for large-tonnage pushed components, in which the cost of cargo shipments is 15-20 percent less than in cargo motor ships. The hauling carried out in such components comprises about 10 percent of the freight turnover of the river transport. Doubling the volume of shipments in large-tonnage components will enable us to effect a yearly saving of about 10 million rubles of current costs and will provide a substantial saving of fuel.

The enterprises of the shipbuilding industry ministry and the river fleet transport ministry of the Union republics are not building a sufficient number of vessels, especially those for the river fleets. In the four years of the 10th Five-Year Plan the river steamship agencies fell short in their deliveries of nonselfpropelled tonnage by a total carrying capacity of more than 100,000 tons. The shipbuilding industry enterprises are maintaining a slow pace in preparing for series construction of tow and push vessels with a unit capacity of 3,000 h.p. The inadequate rates of replenishment of the nonselfpropelled dry cargo tonnage for the fleets are having an adverse effect in respect to an efficient correlation between the tonnage of the cargo fleet and its capacity. According to the Ukgipromrechtrans [Ukrainian Institute for the Planning of River Transport], in 1970 there were 3.63 tons of tonnage per h.p. of capacity in the Dnieper transport fleet but in 1977 there were 2.94 tons of tonnage. The river transport of the Russian Federation is also experiencing a deteriorating situation with respect to the relationship between the tonnage of the cargo fleet and its capacity, the consequence of which is a continuous failure to fulfill the assignments for reduction of the cost of shipment. Because of the shortage of tonnage of nonselfpropelled vessels, there is a widespread tendency to operate the fleet by attaching it to the towing--pushing contingent.

An urgent task is acceleration of the construction of a fleet for large-tonnage contingents, the building of specialized vessels for the shipment of pulverized cargo, motor vehicles, containers and agricultural freight and the fulfillment of work for further improvement of the links in order to completely eliminate manual labor in the setting up of the fleet contingents. A far-reaching and important problem--one which must be resolved in the concluding year of the 10th Five-Year Plan and in the 11th Five-Year Plan--is the task of setting up in the river-area enterprises mooring facilities for receiving and dispatching freight going by river transport.

The Ministry of the Petroleum and Gas Industry must do a great deal in western Siberia for the setting up of mechanized mooring facilities at the bases where supply freight is concentrated. Also, the Ministry of Power and Electrification must do a great deal for the construction of mooring installations for the acceptance of up to 8-9 million tons of fuels; this includes the steam electric stations in Dzerzhinsk, Balakovo, Volgograd, Konakovo and other places. The Ministry of Ferrous Metallurgy USSR must

expedite the solution of the problem related to construction of mooring facilities and a conveyor road to the Cherepovets Metallurgical Plant for receiving up to 2.5-3 million tons of iron ore and limestone as well as construction of mooring installations at the metallurgical plants in the Dnieper areas for receiving up to 5 million tons of iron ore raw material from the Kremenchuk Mining and Concentrating Combine, which can be delivered via the Dnieper throughout the year.

The Ministry of Construction Materials Industry USSR, the Ministry of Construction USSR, and General USSR must accelerate the work of remodeling and constructing mooring facilities at the Vol'sk, Zhigulevsk, Sengiley, Voskresensk and also the Chernorechenskiy cement plants for shipment of up to 3.5-4 tons of cement via river transport and for construction of elevators for the storage of this output in Gor'kiy, Kalinin, Yaroslavl' and Moscow.

There is need for remodeling and construction of mooring installations at the enterprises of the Ministry of Nonferrous Metallurgy USSR, the Ministry of Procurement USSR, the Ministry of Chemical Industry USSR, and a number of other ministries and departments.

We need to do a great deal of work to normalize navigation in a number of small rivers, especially in the regions of western Siberia such as the upper sector of the Tar, the Sin and Agan, the northern Sos'va, the Vasyugan, Kazym, and others, all of which are extremely important for the transport of freight to the remote regions. The situation as it has now developed is one in which the river transport organs are not manifesting the necessary interest in developing the small rivers because use of them tends to adversely affect the overall technical and economic indicators. This despite the fact that the use of the small rivers for transport purposes is of considerable benefit, as for example, in saving fuel. According to even average data, the fuel expenditure entailed in the transport of a ton of freight on river vessels for a distance of 100 kilometers is approximately one-thirteenth of the amount used in motor vehicle transport. Where good roads are lacking, this difference may be even greater.

Deserving of special attention is the matter of improving the organizational structure of the management of the river transport. This transport accomplishes more than 80 percent of its shipments on the basis of requisitions, plans and contracts made for the organizations and enterprises of ministries and departments of Union subordination. At present supervision of the river transport is being exercised by the Ministry of the River Fleet USSR and the appropriate organs in the Union republics. This isolation of the river transport is having a very bad effect in the matter of carrying out a unified technical policy with respect to development of the fleet, ports, and water routes and in the matter of supplying them with ship and other equipment, spare parts, etc. The time has come to examine and resolve the matter of setting up a single organ for the management of the river transport.

Efficient use of the interior water routes and coordinating them with the other types of transport, especially the rail transport, may produce a significant rise in the level and quality of the various transport systems of the country.

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MISCELLANEOUS

TRANSPORT QUOTAS, REQUIREMENTS TO BE BALANCED INTERSECTORIALLY

Moscow PLANOVOYE KHOZYAYSTVO in Russian No 7, Jul 80 pp 90-93

[Article by D. Zotov, chief of a USSR Gosplan department, and I. Makal'skiy, chief of a sector of the USSR Gosplan's Overall Transport Problems Institute: "Role of the Intersectorial Balance Sheet in Planning Transport Development"*)]

[Text] The balance of the quotas of the state plans of the USSR's economic and social development is a principal requirement of the CPSU Central Committee and USSR Council of Ministers 12 July 1979 decree "An Improvement in Planning and an Intensification of the Impact of the Economic Mechanism on an Increase in Production Efficiency and Work Quality." It applies directly to transport in the sphere of insuring the balance of the volume of production with the volume of work of transport and provision with resources. It is primarily necessary to make more extensive use of intersectorial balance sheets of the production and distribution of products in the national economy to solve this problem.

An important singularity of the system of the calculations of intersectorial balance sheets is the fact that they organically combine sectorial and national economic planning. The source data for the calculations are established by the sectors in the process of substantiation of the principal areas of development. The results of the calculations supplement the elaboration of the principal areas of development per individual sector, making more precise the parameters of the plan of the sector which cannot be determined by sectorial planning independently and which only come to light as a result of the balancing of intersectorial proportions in the economy as a whole. This fact is also of essential significance for transport. Reflecting and determining the sectors' relations in the field of the production and distribution of products, the intersectorial balance sheet as a whole creates a basis for determining the need for transportation and, correspondingly, the scale of the development of transport. The function of a comprehensive physical-cost intersectorial balance sheet would be the most effective.

*As a discussion.

Thanks to the breadth of information on the production and distribution of the main product types, it could become a main instrument in determining the volume of the work of transport. Use of the physical-cost balance sheet as the basis for determining the economy's transportation requirements and balancing the volume of work with provision with resources creates a number of advantages for the whole system of the long-term planning of the development of the transport sector. There will primarily be an increase in data support for plan elaboration at the stage of substantiation of the principal areas of transport development. Application of an intersectorial balance sheet for the long-term planning of transport development at the same time predetermines the conditions wherein elaboration of preplan material pertaining to transport (hypothetical work volume in physical and cost terms and provision with resources) becomes an element of the system of national economic planning with the methods of the elaboration of intersectorial balance sheets. Transport is thereby "inserted" in the overall system of intersectorial balance sheets of the production and distribution of products in the economy. There are also indisputable advantages in an intersectorial balance sheet for transport in the fact that variants of plan decisions on transport development (for the basic quantitative indicators) are elaborated simultaneously with the preparation of variants of the production and distribution of the economy's entire product.

However, calculations connected with the long-term planning of the transport sector have not been properly developed in the intersectorial balance sheet system. The point being that transport participates in intersectorial balance sheet calculations only as a sector as a whole. This is, of course, acceptable when it is a question of a consolidated cost intersectorial balance sheet (it helps determine the volume and structure of national income, the volume and growth rate of the product and the volumes of capital investments and labor resources in the main sectors of the economy and industry). But with a comprehensive physical-cost intersectorial balance sheet this approach is inadequate. This is explained by the fact that the rate of development of individual types of transport is uneven and will remain so in the foreseeable future. Thus in the period 1970 through 1980 the freight traffic of motor transport will increase at twice the speed of that of railroad transport. The traffic of pipeline transportation will grow at an even faster rate. The indicators of proportional expenditure of industrial resources also vary with the type of transport. To reveal these changes in the intersectorial balance sheet calculations the transport indicators should be represented in the comprehensive physical-cost balance sheet for each type of transport.

The enterprises and types of transport forming the "Transport" sector proper are determined by the All-Union Classifier of Sectors of the Economy. Therefore the transport indicators for the intersectorial balance sheet should in principle be determined for the range of enterprises covered by the classifier. But the organization of statistics and accounting, which is constructed along departmental lines, does not fully permit this requirement. On the other hand, the practice of plan calculations, including intersectorial

balance sheet calculations, does not require such absolute correspondence. In this connection it is important to determine the enterprises indicators for which would represent sufficiently fully the entire transport sector and could in practice be determined on the basis of available accounting and planning information.

We believe that the said enterprises could be differentiated depending on the types of transport:

railroad: enterprises of basic operational activity of the Ministry of Railways;

river: enterprises of basic operational activity and also line enterprises under the jurisdiction of republic river transport management authorities;

maritime: enterprises of the basic operating activity of the Ministry of the Maritime Fleet;

motor: enterprises of basic operating activity under the jurisdiction of the republic motor transport management authorities and also bus and taxicab fleets, industrial transport motor pools and departmental motor pools on an independent balance sheet (except for the motor pools engaged in urban sanitation and servicing health service establishments and communications enterprises);

air: enterprises of the basic operating activity of the Ministry of Civil Aviation;

oil and oil-product pipeline (trunk): enterprises of the trunk pipelines of the Ministry of Petroleum Industry and enterprises of the trunk oil-product pipelines under the jurisdiction of republic management authorities and the USSR Main Administration of Material-Technical Supply;

gas pipeline (trunk): enterprises of the trunk gas pipelines of the Ministry of Gas Industry;

urban electric: line (industrial) organizations (pools, depots, sections and so forth) and management (administrations, trusts, offices) organizations of urban electric transport; and

road building and maintenance: enterprises and organizations for minor repairs to and maintenance of out-of-town motor roads in general use (with respect to production capital and capital investment requirement indicators).

The proposed grouping excludes timber logging, water mains and other types of transport (cartage enterprises) which are included in the "Transport" sector as per the All-Union Classifier of Sectors of the Economy. None of these subsectors has independent transport accountability, and determination of the indicators for them for an intersectorial balance sheet would require special studies. At the same time it has to be considered that their

share of overall transport work and consumption of industrial resources is negligible and cannot substantially influence all-transport indicators. Thus timber-logging enterprises perform transport work in a volume of approximately 1 billion ton-kilometers per year. This constitutes 4 percent of the USSR river transport's freight traffic by float or 0.4-0.5 percent of total freight traffic. Other operations connected with timber logging (loading and unloading of the timber, formation and reformation of the floats and rafting) are not fundamentally different from analogous operations performed by national economy enterprises (loading and unloading of the means of transport, securing the freight and making the freight transportable). The latter fall into the category of basic production and are not recorded in transport activity. Moreover, timber-transportation work includes such production operations as the crosscutting of trimmed logs and the cutting of large timber assortments.

Proportional expenditure on minor repairs to and the maintenance of out-of-town motor roads and installations thereon is also small--2 percent in relation to the operating expenditure of the national economy's motor transport. Therefore it would appear sufficient for an intersectorial balance sheet to determine indicators of the production volume and material and labor resource requirements for national economy motor transport enterprises (enterprises of republic motor transport management authorities and other motor pools on an independent balance sheet), excluding road building and maintenance enterprises.

Indicators of the production capital and capital investment requirement for the development of out-of-town roads should be calculated separately for road building and maintenance. The value of the production capital of the motor roads constitutes 65-70 percent of the value of the production capital of the economy's motor transport. Capital investments for road building and maintenance are also considerable: according to the current 5-year plan, they are 20 percent higher than investments in the development of motor transport in general use.

By virtue of these same circumstances, the indicators of railroad, maritime and river transport could be determined for enterprises of the corresponding transport ministries and departments.

In the period 1970-1977 enterprises of the Ministry of Railways assimilated no less than 97.8 percent of total freight traffic in railroad transport. And if it is considered that associated industrial transport enterprises have been transferred to the ministry's jurisdiction, its enterprises account for practically the entire railroad transport freight traffic.

In maritime transport the Ministry of Maritime Fleet enterprises' share of total freight traffic in the period 1970-1977 fluctuated within the limits of 94-94.8 percent, with a tendency toward stabilization at a level of 94 percent.

In the period 1970-1977 enterprises under the jurisdiction of republic river transport management authorities assimilated no less than 98 percent of freight traffic in river transport.

Enterprises of gas pipeline transport are currently subordinated to two ministries: the Ministry of Gas Industry and the Ministry of Petroleum Industry. The Ministry of Gas Industry enterprises are the core enterprises in volume of freight traffic. In the period 1970 through 1976 their minimum share of the traffic of gas pipeline transport constituted 87.2 percent (in 1972). In subsequent years their share constantly increased, reaching 97.2 percent by 1976. This is reason for determining gas pipeline transport indicators from the enterprises under the jurisdiction of the Ministry of Gas Industry.

The proposed range of enterprises' share of total freight traffic in the transport sector as a whole (consisting of the above-mentioned transport subsectors) constitutes 98 percent, which seems to us perfectly adequate for balancing transport with the industrial and agricultural production volumes both with respect to work volume indicators and production resource requirement indicators.

With respect to passenger transportation the proposed composition of enterprises for types of transport essentially insures reflection in the intersectorial balance sheet of the work volumes and resource provision in the national economy sphere. The sole exception being transportation of passengers by the river transport of industrial enterprises, whose share of total passenger transportation by transport in general use is less than 0.1 percent.

Unlike the All-Union Classifier of Sectors of the Economy, material-handling and transport-expediting organizations cannot be separated out as independent subsectors. These enterprises are incorporated in the general body of enterprises per type of transport, and resource provision should be provided for in the general requirement per type of transport. In accordance with the accepted classification of sectors of the economy, passenger transport is attributed to the nonproduction sphere. In accordance with this, all resource provision indicators for railroad, maritime, river, motor and air types of transport should be elaborated separately for freight and passenger transportation.

A significant question also is establishment of the nomenclature of the material resources in accordance with which transport must determine for calculations of the intersectorial balance sheet indicators of its requirements and, correspondingly, indicators of the proportional expenditure of these resources. This nomenclature for each type of transport should be based on an analysis of the composition of the material expenditure on production.

As is known, energy resources (fuel and electric power) are of predominant significance in transport's overall material expenditure. Their proportion

without taking depreciation into account constitutes from 45 percent in river transport to 65 percent in gas pipeline transport. At the same time transport is a major consumer of liquid fuel and electric power: more than 16 percent of total oil-refining industry output produced in the country and approximately 6 percent of generated electric power. For this reason there can be no doubt about the need to determine the fuel and electric power requirement indicators.

An analysis of the material expenditure structure has also revealed that the material resource requirement indicators in maritime, river, air, canal, electric and pipeline transport could be confined to fuel and electric power requirement indicators.

The position is somewhat different in respect of railroad and motor transport. In railroad transport expenditure on spares for the rolling stock constitutes 22 percent of total expenditure on materials. Therefore, in addition to the fuel and electric power requirement indicators it is advisable to also determine for it the spares requirement for maintenance of the rolling stock. Such a composition of indicators will insure the possibility of calculating per the norms approximately 70 percent of railroad transport's entire material resource requirement.

In motor transport expenditure on spares for maintenance of the rolling stock and tire wear and repair in total material expenditure is of the order of 80 percent, including 42-43 percent on spares and 36-38 percent on tire wear and repair. Operating expenditure on spares for motor transport in general use alone is double the expenditure on spares for railroad rolling stock. This means that in the national economy's motor transport annual expenditure on spares for the rolling stock is approximately seven times that in railroad transport. Expenditure on tire wear and repair is also considerable. Motor transport is a major customer here for rubber-asbestos industry--more than 10 percent of its entire output. Therefore with respect to motor transport it is necessary to determine the requirement indicators not only for types of fuel but also for spares and motor vehicle tires. The proposed body of motor transport indicators affords an opportunity for calculations as per the norms to cover approximately 90 percent of all material expenditure.

Capital investment requirement indicators should also be determined for types of transport and types of transportation (freight and passenger), proceeding from the tasks of the expanded reproduction of fixed capital and the buildup of a construction reserve at the end of the planned period. Transport types' overall capital investment requirement should be determined with respect to the following types of expenditure here: rolling stock and permanent installations (including construction and installation work and equipment).

The process of the shaping (specification) of transport indicators by calculations of an intersectorial balance sheet should be of an iterative nature. A corresponding analysis is made from the results of the calculations

performed with the use of indicators of an initial, original hypothesis of development to elicit the main reasons causing an adjustment to be made to the initial volume indicators. To the extent to which these reasons induce changes in specific indicators an adjustment should be made to these indicators for transportation, capital investments and labor resources. The adjusted specific transport indicators will be employed for subsequent calculations. The final version of the intersectorial balance sheet and transport's long-term development indicators made more precise in accordance therewith will serve as the basis for the subsequent elaboration of long-term sectorial plans for types of transport.

The USSR Gosplan's Institute of Overall Transport Problems has drawn up provisional procedural recommendations on the determination of transport indicators for an intersectorial balance sheet of the production and distribution of products in the national economy. They have been coordinated with the USSR Gosplan's Scientific Research Economics Institute.

Thus the necessary procedural basis has been created for the fuller and more comprehensive use of intersectorial balance-sheet calculations in the elaboration of long-term plans of transport development. Therefore the task now is to realize these possibilities more rapidly in the practice of calculations of an intersectorial balance sheet and, in particular, for adopting decisions in 5-year and long-term planning on such most important questions as the proportions between the development of the production and transport sectors, the volume of impending transportation work and the scale of development of the material-technical base of transport and also of the industrial sectors producing technical facilities and other material resources for transport.

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